

Hongkong Daily Press

ESTABLISHED 1857

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PROCRUSTINATION
is bad at any time; but where you eyes are concerned, delay may be injurious.
N. LAZARUS,
Optician,
12, Queen's Road C.

No. 19,700.

號百七十九萬一第

日二十月六年酉辛

HONGKONG, TUESDAY, JULY 26TH, 1921.

二拜禮

號六廿月七年拾國民華中

PRICE, \$3 PER MONTH.

INTIMATIONS JUST LANDED

ALLSOPP'S

BRITISH

PILSENER BEER

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PEAK TRAMWAY CO.,
LIMITED.

TIME-TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. every 15 minutes.
8.00 " " 9.30 " " 10 " "
9.30 " " 11.00 " " 15 " "
11.30 " " 12.30 p.m. " 15 " "
12.30 p.m. " 2.30 " " 10 " "
2.30 " " 5.00 " " 15 " "
5.00 " " 8.10 " " 10 " "

NIGHT CARS.
8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.
SATURDAY.
Extra Car—12 midnight.

SUNDAYS.

7.30 a.m.
8.00 a.m. to 10.30 a.m. every 15 minutes
10.30 " " 11.00 " " 10 " "
11.30 " " 12.00 noon " 15 " "
12.00 noon " 1.00 p.m. " 10 " "
1.00 p.m. " 5.30 " " 15 " "
5.30 " " 6.00 " " 10 " "
6.00 " " 6.30 " " 15 " "
6.30 " " 8.10 " " 10 " "

NIGHT CARS.

As on Week Days.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.
Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-table, but not for special cars, can be obtained on application at the Company's Office. No season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compro Order representing Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after MONDAY, JANUARY 24th, 1921, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations		No. 14	No. 13	No. 12	No. 11	No. 10	No. 9	No. 8	No. 7	No. 6	No. 5	No. 4	No. 3	No. 2	No. 1
		Local	Through	Through	Through	Through	Through	Through	Through	Through	Through	Through	Through	Through	Through
		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
CANTON (Tai Sha Tau)	dep.		8.00				8.46						7.50		
SEK LUNG	arr.		8.11				8.57						7.59		
Shum Chai	dep.		8.22				9.08						8.10		
Shum Chai	arr.		8.33				9.19						8.21		
Shum Chai	dep.		8.44				9.30						8.32		
Shum Chai	arr.		8.55				9.41						8.43		
Shum Chai	dep.		9.06				9.52						8.54		
Shum Chai	arr.		9.17				10.03						9.05		
Shum Chai	dep.		9.28				10.14						9.16		
Shum Chai	arr.		9.39				10.25						9.27		
Shum Chai	dep.		9.50				10.36						9.38		
Shum Chai	arr.		10.01				10.47						9.49		
Shum Chai	dep.		10.12				10.58						10.00		
Shum Chai	arr.		10.23				11.09						10.11		
Shum Chai	dep.		10.34				11.20						10.22		
Shum Chai	arr.		10.45				11.31						10.33		
Shum Chai	dep.		10.56				11.42						10.44		
Shum Chai	arr.		11.07				11.53						10.55		
Shum Chai	dep.		11.18				12.04						11.06		
Shum Chai	arr.		11.29				12.15						11.17		
Shum Chai	dep.		11.40				12.26						11.28		
Shum Chai	arr.		11.51				12.37						11.39		
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NOTICE.

MESSRS. GILLARD & CO.

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CANTON TRADE IN 1920.

THE REPORT OF THE CUSTOMS COMMISSIONER.

Mr. A. Wilson, Commissioner of Customs at Canton, in his annual report for 1920, just received, says:—
The gross value of the trade of the port for the year under review was Hk. Tls. 145,566,440, which, after allowing for the reduction of re-exports, valued at Hk. Tls. 4,792,120, gives a net total of Hk. Tls. 140,814,317. This figure is well in excess of that for 1919, and only some 7 millions below that of 1918, almost entirely accounted for by the depression in the silk market, the falling off in the exports of that staple commodity showing the large figure of Hk. Tls. 6,000,000. The heavy cloud of political chaos which has for several years now hung over the trade of Kwangtung never ceases to show a salient lining in the form of a commercial buoyancy and power of recuperation, which augur well for China's commercial future when peace is once more thoroughly re-established within her dominions.

REVENUE.
The total revenue collection for the year amounted to Hk. Tls. 25,422,287, representing an increase of Hk. Tls. 70,333 over the figures for 1919. The largest increase is under the heading of import duty, and the largest decrease under that of exports, due almost entirely to the falling off in silk exports. There is a considerable increase in the coast trade duty of over Hk. Tls. 50,000, but tonnage and transit dues both record decreases. Chinese shipping contributed Hk. Tls. 47,000 out of the total increase of revenue of Hk. Tls. 70,333, followed by British shipping with Hk. Tls. 16,000. The principal falling off was under the American flag—Hk. Tls. 10,000—due to the decline in the oil market.

SHIPPING.
(a)—Under General Regulations.—Shipowners complain that it has not been at all a good year for them, mainly because of the high cost of steamers during the late war in Europe, many of which are now idle owing to general economic depression. Another factor that affected local shipping probably quite as much was an embargo on exports of rice from Annam and Siam. The coasting vessels of the three main companies, viz. Messrs. Butterfield & Swire, Jardine, Matheson & Co., and the China Merchants Steam Navigation Company, have maintained a frequent schedule of sailings, and casual visits from Norwegian, French, Russian, and Siamese ships, with beans from Dairen, coal from Hongkong, and rice from Wuhu, have to be needed. The reappearance of the Portuguese flag in October on the Macao run is also worthy of record.

(b)—Under Inland Steam Navigation Rules.—Traffic under Inland Steam Navigation Rules maintained its position very well during the first half of the year, as the cost of coal was moderate and the use of firewood, the supply of which is limited, was not required. Unfortunately, political disturbances marred the last half of the year, and the commandeering of launches by various military authorities paralyzed the traffic, and owners suffered seriously owing to the difficulty of getting their demurrage claims paid.

FOREIGN GOODS.
(a)—Imports, Direct and Coasting.—The increase under cotton goods did not make itself apparent until the last quarter of the year, because supplies from abroad were rather limited. In December quarter, however, the demand was at one time greater than the supply, so that piece goods dealers, on the whole, are quite satisfied with their year's earnings. The most marked advances under imports of this class are jeans, 9,000 pieces; plain cotton prints, 15,000 pieces; plain cotton italians, 10,000 pieces; and yarded flannels, 25,000 pieces. Against this, however, there should be considered the decreases of 15,000 pieces under plain fast black cotton italians and 8,000 pieces under figured lastings, which latter diminution, however, was fairly well compensated for by an increase of 4,000 pieces under plain lastings. The trade in cotton yarn was not at all satisfactory: imports of Indian yarn fell off by 24,000 piculs, and the Japanese commodity even shows a decrease of 1,000 piculs. Overstocking in various distributing centres of China by speculators was largely responsible for this, and prices dropped steadily, so that several merchants suffered seriously. To illustrate this it is only necessary to add that while Bombay yarn from January to June was selling at \$380 per bale, in the latter half of the year the price fell as low as \$20, while the Japanese article fell from \$380 to \$240. There was consequently a dead loss to speculative stockholders of \$135 per bale. Of the quantity used in local factories, two-thirds were Japanese and only one-third Bombay yarn, according to reports from reliable sources. Under woolen goods, there is little to note, except an increase of 30,000 pounds in blankets and rugs. Most of these blankets, however, were for the use of the victorious Kwangtung army, which, if Waichow had not fallen in October, was ill prepared to face a winter campaign. In metals, a considerable improvement is noticeable due to greatly increased local shipbuilding and the existence of a very modern plant, known as the Chukong Slipway and Motor-boat Work. This engineering yard will revolutionize the famous flower-boat world, with its up-to-date motor house-boats, several of which have already been launched. Copper ingots show an increase of 4,000 piculs; sheets and plates, both iron and steel, while mild steel plate cuttings, galvanized iron wire with cobbles, and wire shorts, show increases of 7,000 piculs, 4,000 piculs, and 8,000 piculs respectively. The most marked decrease is that of 5,000 piculs under lead in pigs, due, in all probability, to overstocking in 1919. Under sundries, one cannot but fail to notice an advance of 100,000 piculs under foreign cement from Green Island, Macao. The locally made product is also well patronised, but, apart from municipal uses, most of it is exported constantly. On the other hand, Macao cement

is undoubtedly better suited for high building work, of which the city of Canton today has some very promising specimens. Cigarettes show a decrease of 34,000 mille, which, perhaps not a very large amount, indicates how the pendulum swings between foreign and native competition. A new firm in this particular trade has entered the lists, Messrs. Leggett & Myers, of New York, so that, with the British-American Tobacco Company on the one side against the Nanyang and Canton Tobacco Companies as native opponents on the other, competition promises to become very keen. Foreign coal shows a falling off of 3,000 tons, or about two shiploads only, whereas Kaiping coal shows an increase of nearly 10 times that amount. Steamers have been coming direct from Chingwangtiao during the year with greater regularity, as Kaiping coal, formerly discharged in Hongkong, assumed a foreign status through transshipment. Consumption also by steam-launches was somewhat reduced, owing to political troubles inland, and prices have remained normal. Considering that the province of Kwangtung is rich in coal deposits, the import of coal ought to steadily decrease, not increase, under a capable government. The increase in value under aniline dyes of Hk. Tls. 653,000 shows how much the colouring was needed, and the market would have been much bricker had inter-ethnic strife not made dealers inland hesitate with forward contracts. Practically all imported dyes are German, though those from the United States supplied most of the local demand. During the year under review there have been some very heavy importations of machinery. A new plant arrived for the Canton Arsenal in October; and other consignments for the Kwangtung Electric Supply Company and the Canton Chinese Waterworks account for the heavy advance in the value of over 1 million Hk. Tls. Japan matches regained lost ground somewhat by an advance of 162,000 gross; but Kwangtung-made matches, though largely dependent on Japan for the raw material, have more than supplied local requirements, as the export figures prove, which give an increase of 1 million gross. The kerosene oil trade would appear to have had an adverse year; this is not so, however, as the world's demand was greater than the supply, hence imports to Canton fell by 3 million gallons. There were no importations of Japanese kerosene; but outside Californian imports were more in evidence than usual, by which means American oil not traded in by the three main companies—Standard Oil Company, Texas Oil Company, and the Asiatic Petroleum Company. About 570,000 American gallons of this oil actually reached the Canton market in bare tins. The phenomenal value of the silver dollar at the beginning of the year doubtless tempted outside firms to make this experiment. Prices rose slightly in January, remaining constant until October, when they were followed by a further rise in November, made the cost 95 cents for packed oil and 85 cents for bulk oil—higher on 31st December than it was on the 1st January. Prices are likely to go higher, as the demand for motor spirit and fuel oil is very strong in Europe, and the present supply inadequate. Rice and paddy show a decrease of 3 million piculs. This is accounted for by the fact that Canton had two very full rice crops in spite of an excessive rainfall, and only about 74,000 piculs of foreign rice were imported. The needs of the famine-stricken areas in North China diverted the Wuhu surplus, and the embargo on Annam rice left local dealers no opportunity to speculate in corners, and so complaints are heard that the year was unremunerative. The price of rice was high until the Ching Ming festival, after which it fell to the more or less normal figure of \$1 for 15 catties of the medium quality.

(b)—Re-exports.—These consist mainly of kerosene oil, mostly to West River Hongkong to cover shortage of supplies from the home markets, as explained above. The trade in Japanese oil has been the lowest on record for several years, partly due to high prices generally and competition from outside importers. A certain quantity of aniline dyes has been re-exported coastwise, because German merchants would appear to be making Canton their distributing centre instead of Hongkong, as in pre-war days.

CHINESE GOODS.
(a)—Exports, Abroad and Coasting (including Re-exports).—Nankens, or "patriotic cloth," as it is sometimes called, shows an advance of 9,000 piculs. The Ya Tung Factory was reorganised during the year, and the Ling Nan Factory at Chaochuen has made a good profit during the year. Owing to a brisk demand inland, the Whampoa Weaving Factory has also greatly improved. The prevailing high price for foreign piece goods has been the main cause of the much-improved prospects of this trade. On the withdrawal of the Yunnanese troops from the North River districts in April, the special war tax imposed by them on wolfram was abolished and the ore came down freely again, although prices fell to about \$20 per picul, dealers were still able to make a small profit. Exports accordingly increased by 31,000 piculs, mostly for the American market, on which the demand for steel rails, etc., is far greater than the output. The next item of importance in the trade of Canton is cassia lignea, under which heading there is a regrettable decrease of 55,000 piculs. Production was abundant, so that dealers have suffered considerably through over-accumulation. Canton cement, however, is improving, and exports have increased about 38,000 piculs. The works in Honan turned out 120,000 casks, which represent, roughly, an increase of 50 per cent. on the previous year's working. Eight kilns are in daily operation, with a producing capacity of 150 casks. Had the military operations not impeded the supply of stone from the North River, the quantity could have been much greater. The cost per cask ranged from \$4 in January to \$8 in August, at which time it stood at the end of the year. The export of hides, fell some 5,000 piculs, but this is no doubt explained by the increase of 15,000 piculs under leather. The keen competition of the Star Leather Company is responsible for this, and though its

operations have not as yet reached the extent anticipated, it has been able to hold its own against similar Hongkong industries. An increase of 45,000 rolls under matting is very appreciable, considering the very unsettled conditions prevailing in Kwangtung. At the close of 1919 prices had reached a very high basis, due to the heavy demand from both the United States and Europe, so that considerable quantities had been contracted for. The American demand held firm until the end of May, when the new straw was coming in. A slackening of the market then became apparent, and during September, owing to the civil war, the matting districts were cut off. When the market re-opened, about six weeks later, there was little or no demand. A falling exchange may improve matters, but the general economic depression abroad makes any extensive demand unlikely. Silk being Canton's staple export, it is unfortunate to have to record an unsatisfactory year. Exports fell by 13,170 piculs, accounting for all the decrease in export revenue. Inflated prices, the outstanding feature of 1919, were carried on into 1920, and in January America, beset by fears that the supply of raw silk might be insufficient to keep her mills running, made abnormal demands. Europe, on the other hand, pursued a cautious policy. The American boom, therefore, was responsible for a rise of nearly Yen 900 per bale in three weeks, and Japanese raw silk was soon selling at Yen 4,300 per bale. A reaction naturally followed, so that by May the price had dropped to Yen 1,980. Later, the liquidation of one of the largest American silk-throwing firms brought the China market almost to a standstill, as Japan had heavy stocks on hand, and the only purchasers for a time were Bombay and the Levant. Here, however, an important feature developed. While other silks were dropping in price, white silks for Chinese consumption assumed a greater value as the result of a keen demand from the interior. It has to be admitted, however, that indifferent as has been the season closing in May for the steam shuttles, the remainder of the year has been infinitely more so. Local supplies in the beginning of the year were short, and by the end of February the market was lifeless. The first crop was delayed by unusually cold weather and, later, suffered with the second and third crops from excessive rain; so that, although some 20,000 bales were produced, it was mostly of poor quality. By April there was almost a panic on the Yokohama market, owing to a falling exchange, and dealers are reported to have lost as much as \$300 a bale on forward contracts. The Japanese raw silk market was still able to keep Canton at bay, the only remedy for which would have been a 25 dollar. Military operations during September and October cut off the necessary fuel, so that only about 10 per cent. of the local flatiries were able to carry on. Transactions for the year total a little over 20,000 bales, 7,000 of which were shipped to the United States in January. Prices ranged from \$1,850 to \$1,280 per bale for the best qualities and \$1,280 to \$750 for inferior qualities, the drop being steady throughout the year. The American market was a totally negligible area during September and December quarters, while the total demand from Europe and India for the same period did not exceed 4,000 bales. Other articles of export that show a satisfactory advance are Canton silverware, 11,000 cetties; brown sugar, 45,000 piculs; and black tea, 2,000 piculs, the advance in the last named no doubt being due to the free duty treatment accorded to shipments abroad. Prepared leaf tobacco and tobacco stalk show a total decrease of 33,000 piculs. The native prepared tobacco industry would appear to be steadily losing ground, largely due to cigarette competition, for which much of the native product is used by the Canton cigarette factory inside the city, a plant that employs several hundred female workers.

(b)—Imports.—Native cotton cloth is certainly the most important item. This commodity has displayed considerable activity throughout the year, stimulated by the boycott movement against low grade goods in 1919. One-tenth, however, of the whole quantity required for local consumption was imported from Shanghai. Still, the statistics show that native grey shirtings advanced by 14,000 pieces and shankens by 5,000 piculs, and it is therefore obvious to what an extent the local manufacture has increased. Other noteworthy increases are groundnuts (700,000 picul) and bean oil (48,000 piculs).

HUGE RISE IN THE YANGTZE.
BURST DYKE AT ICHANG.
A correspondent writing to the N.C. Daily News from Hankow, on July 18th, said:—
The rise in the Yangtze is without precedent in recent years and at present the water mark has reached 51 ft. 6 in. and the current is eight knots. The dyke protecting the eastern suburbs of Ichang gave way on July 16th submerging three square miles of property. The damage done is heavy but no loss of life is reported locally. Large numbers of the population are destitute but are bearing their losses with true Chinese fortitude. The premises of the British American Tobacco Co. are under water but other foreign losses are negligible. The arrival of the str. Kwilee with 600 doubtful troops roused apprehension locally last night, but no trouble resulted. Floods below Shasi interrupt telegraphic communication direct with Shanghai.

It has always been by ignorance at the top that revolution has been produced.—Mr. Hyndman.
I like the British, because you can be sure that they will play the game.—Admiral Sims.

CHARGES AGAINST NATIVE POLICE.

TWO CASES DECIDED.

Mr. R. E. Lindsell gave judgment at the Magistracy, yesterday, in the case in which a European revenue officer charged an Indian police constable with stealing a pocket book from his coat while he was asleep at the Imports and Export Office after a spell of late duty. The revenue officer awoke to see a Chinese revenue officer holding the constable. The pocket book was found under the constable's tunic, but he asserted that the Chinese must have put it there. Two Chinese revenue officers who gave evidence were closely cross-examined as to discrepancies in their evidence and the Magistrate reserved his decision, remarking that it was one of the most bewildering cases he had ever tried.

Yesterday morning, the Magistrate said that the Chinese revenue officers' evidence was so amazing that he considered he had not been told the whole truth. The evidence raised a doubt in his mind to the benefit of which the accused was entitled. He consequently discharged him.

Mr. Leo Longinotto defended.

THE TAILOR AND THE CONSTABLE.

Later in the morning, another outstanding case was concluded. This was one in which Lam Yau, Chinese constable No. 325, was charged with misconduct in creating a disturbance in a dwelling house.

A tailor of Pottinger Street had alleged that the defendant called on him at 9 a.m., on July 8th, and demanded \$20 from him, giving no reason except that the tailor had wronged him. Another man, Li Lum, (who was charged at the last hearing, as an accomplice, and discharged) attended later and collected the \$20.

It was not until Li Lum, from the dock, told the Magistrate that the tailor had warned a gambling party in Stanley Street, which was about to be raided, and the police had confirmed the story of the raid which had been spoiled through someone giving warning, that the Magistrate began to see what lay beneath the tailor's charge. He put it to the tailor: "When the constable came to your house, did he not say, 'You gave warning to the gambling school and you have got to pay for it'?" Mr. F. N. d'Almeida, who appeared for the constable, obtained an adjournment in order to call the defendant's fellow constables to say that he was at the police headquarters at the time he was supposed to be threatening the tailor.

Accordingly, yesterday, a number of Chinese constables gave evidence that on July 6th they had breakfast with the defendant and afterwards saw him lying on his bed. They did not say why July 6th stood out so vividly in their recollection. The Magistrate put the position thus to one of them: "There are 30 men having meals in a mess room and you guarantee to tell me, three weeks afterwards, who was there on a particular day?"

After six constables had given evidence on these lines, the Magistrate said: "I am afraid I believe the witnesses for the prosecution. The defendant is convicted and fined \$100."

THE WAR IN KWANGSI.

THE CANTONESE OCCUPY NANNING.

The Cantonese troops have entered Nanning and are reported also to occupy Lungchow, near the Annam border.

The Canton Times says:—Although the Kwangsi militarists have now been defeated, the object of the Cantonese troops in undertaking the campaign against them has not yet been completed.

The people of this province will have to be assisted to attain self-government, so as to insure the province from falling into the hands of a military party again. Hereafter, the task of the Cantonese troops is to clean the province of brigandage by those lesser Kwangsi militarists who are yet in control of other smaller cities in the province and may prove a source of trouble, that will interfere with the programme of reconstruction and the reforms which the Cantonese are going to introduce in the province.

GOLD STANDARD AT DAIREN.

JAPANESE GOVERNMENT FIRM.

The Japanese Government is adhering to its intention to introduce a gold standard into the Dairen Exchange, in spite of considerable opposition, principally on the part of wealthy Japanese companies who meet with little loss by paying in silver, owing to silver receipts in China from other lines of business. The small Japanese buyers, however, are said to be almost unanimously in favour of the gold standard. Chinese dealers naturally are wholly opposed to the change from silver to gold and a movement is now on foot to open another exchange outside the leased territory.

FIT-U PINCE-NEZ

is the latest of the finger operated eyeglass mounting and has been designed to avoid all the objectionable features of this type of mounting. The long coil springs of the Fit-U prevent spring breakage, and can be instantly adjusted to give more or less pressure on the nose. The nose clips are of special shape to prevent slipping. Fit-U Pince-nez, of any metal are obtainable from The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, the most competent optical manufacturing establishment in the Colony—located in 53, Queen's Road Central—Advt.

LOSS OF THE "YUEN ON."

MARINE INSURANCE DISPUTE.

NEW TRIAL ORDERED.

The Full Court, consisting of Mr. Justice Skinner Turner, of the H.B.M. Supreme Court, Shanghai, the Acting Chief Justice of Hongkong (Mr. H. H. J. Gompertz), and the Puisne Judge, (Mr. R. Wood) gave its decision yesterday in the case in which Yeung Kong-yung, trading as Wat Tze, appealed against the decision of Mr. Justice Gompertz giving judgment for the Young Shing Insurance and Investment Co., Ltd., in an action in which the appellant sued the Insurance Company for \$20,000 as a result of the loss of the *Luen On*.

Mr. G. C. Alabaster, instructed by Messrs. D'Almeida and Mason, appeared for appellant, and Mr. F. C. Jenkin, instructed by Mr. C. R. Haywood, for the respondents.

In the lower Court defendants contended that the onus of proof was on plaintiffs. They had to prove that the vessel was lost owing to one of the particular causes mentioned in the insurance—wreck, waves, typhoon or wind—and Mr. Justice Gompertz upheld this view and gave judgment in their favour.

THE PRESIDENT.

This is an appeal from a judgment of the Acting Chief Justice of this Court delivered on July 20th, 1920. The action was brought to recover \$20,000 under a policy of marine insurance issued by the defendant company on the *Luen On*, steam launch of some 110 tons for a voyage from Hongkong to Manila in 1917. The defendants raised various defences, but owing to the course taken in the Court below only one of these was tried out. The procedure in the Court below is fully detailed in the judgment of the learned Acting Chief Justice in this Court; it does not appear clearly on his notes of the trial. At the conclusion of the plaintiff's case, counsel for the defendants submitted that there was no case in law for him to answer; as much as the insurance being against certain named perils of the sea, the *Luen On* lay on the plaintiff to show that it was lost within the policy and that it had failed to discharge that burden. The trial judge did not accept that position, but held that the evidence called by the plaintiff was not enough to lead him to the clear conclusion that the loss was caused by one of the named perils of the sea, and he, therefore, entered judgment for the defendants. Thus he has other issues raised on the pleadings have not been tried.

It is clear that the interpretation of the policy in question is mixed: is it one against certain named perils of the sea, or is it a more general one against perils of the sea? Mr. Alabaster for the appellant sought to use the terms of the

Eventually

you may get a vote
Why Not Now?
Help on the good work by
SIGNING THE PETITION.

other policies for the purpose of arriving at the meaning of this one. I have no doubt that he cannot do so. I accept the position that these other policies were issued at the same time and through the same broker as the one under discussion; they are upon the same vessel and for the same voyage; but they are in different companies and in somewhat different terms. What in fact happened was that the total insurable value of \$45,000 was divided between two companies; but I fail to see how it can be held that the wording of one policy can be used to help the interpretation of another. The policy must be construed as it stands, and in my view it is a policy against loss by sinking due to certain specified perils of the sea; in effect, due to stranding or the action of winds or waves. The learned trial Judge was, therefore, right in putting the burden of proof as he did: it lay on the plaintiff to show that the loss occurred owing to one of the named perils; and the question for this Court at the present time is whether he succeeded in doing that. See *The Europa* (per Lord Atkin), 38 T.L.R. 440; *Intermarine* (per Lord Atkin), 38 T.L.R. 441; *British Steamship Co. v. The King*, 1921 A.C. 99.

Now, appeals to this Court are by way of rehearing and in the case of a trial by a Judge without a jury, where there is no real conflict of evidence, the appellate tribunal is in the same position to judge of the facts and the true inference to be drawn from them as the Court below.

I turn then to the evidence in the case as presented by the plaintiff. The *Luen On* started on her voyage from Hongkong to Manila on November 16th, 1917. She returned from a previous start in consequence of bad weather and had taken on more coal as fuel and as ballast. She had never been heard of since, though all possible enquiries have been made. She was insured in the defendant company for the amount of \$20,000 against sinking caused by running on rocks, reefs, or by damage due to wrecks, waves, or by any other cause. The fact that she has never been heard of raises the well-known presumption of Insurance Law that she foundered at sea; in other words that she was lost owing to a peril of the sea. This presumption has been stated recently to exist even in war time: see *The Ballinacorney* in the case of the *Ava* (38 T.L.R. 110). To show that she was lost by one of the specified perils of the sea the plaintiff called Captain Wheeler to speak to the weather at that time and to give his own experience when passing through the same area and to show that the probability is that the storm which he encountered was the real cause of the loss of the *Luen On*.

In a case of this sort it is obvious that demonstration and certainty are unattainable, but the Court has to draw an inference from such facts and probabilities as point to a conclusion. See *per Lord Atkin* in *The Pelayo* 87 L.J. K.B. 1027.

Now the *Luen On* left Hongkong on November 16th at 10 or 11 a.m. Her best speed is stated to have been 10 knots; her lowest, 7; these figures are given by Captain Wheeler from the description of the vessel given him by the builders. No evidence from any other source as to her actual speed was given. Taking 8 knots as an average speed for her and the distance from Hongkong to Manila being 630 miles, she would take about 80 hours to do the trip, i.e., she ought to have reached Manila on November 20th. At midday on November 18th she would have done about 300 miles, leaving her with 240 miles to go. In the absence of any evidence pointing to any definite danger occurring during the earlier portion of the voyage, it is reasonable to suppose that (always assuming she was seaworthy when she started) she did reach that position. And we have evidence of what the weather was at that time. Captain Wheeler was in command of the s.s. *Yuen Sang*, a well-known vessel here and much larger than the *Luen On*; he was on the run from Manila to Hongkong and left Manila at 4.30 p.m. on the afternoon of November 17th. At midday on November 18th he ran into a gale, he had then done some 180 miles; he completed his trip in 94 hours so for practical purposes he may be taken to have gone at 10 knots an hour. At midday, then, he would be about 60 miles away from the *Luen On*, and his description of the weather is this:—Wind force 6 or 7, N.E. or N.N.E. sea rough to high, so bad that the *Yuen Sang* laboured heavily and shipped water. And this weather lasted until he was 30 miles from Hongkong on the early morning of November 20th. He was given the description of the *Luen On* and the condition as to loading, etc., and he said that under these circumstances she might possibly have crossed the belt of stormy weather at the time prevailing, but it would be particularly dangerous. It is right to point out that he was careful to say, both in examination-in-chief and in cross-examination, that the weather he experienced was normal monsoon weather for that time of year; anyone would expect it there at that time.

There the evidence ended, and I think the true inference to be drawn from it is that the *Luen On* did encounter for some time at all events the gale described by Captain Wheeler, and I so find. The position then is that by law she is presumed to have been lost owing to a peril of the sea; and in fact she encountered when on the voyage a gale particularly dangerous to her. It seems to me that this strongly points to the loss being a loss by foundering caused by the action of wind and waves; and it being, as I have said, for me in a case where demonstration and certainty are unattainable, to draw my inference from such facts as point to a conclusion, I hold that on the evidence as it stood the right conclusion to draw was that the loss did occur owing to a peril insured against. It follows, therefore, that the learned Judge was wrong in the view he took. I am assuming for the purposes of this judgment that the vessel was seaworthy. I think the case must go back for a new trial.

THE ACTING CHIEF JUSTICE.
Mr. Justice Gompertz, in the course of his judgment said:—
Mr. Jenkin submitted that in law there was no case for the defendants to answer, as the plaintiff had not proved that loss of the ship was caused by a peril insured against.

Mr. Drummond urged that once he had proved facts raising a presumption of loss by perils of the sea, the onus shifted, and defendants had to show that the loss occurred by some peril not insured against. My own view of the law was as follows:—I had no doubt that the true construction of this contract was that it was an insurance only against particular specific perils. The plaintiff had then to prove a loss by the perils insured against. If he failed to establish this with reasonable certainty, he had not made out his case.

Now my own note of the case is somewhat meagre and there is no shorthand note. What I in fact decided was as follows:—I held that the onus was on the plaintiff to show a loss by the perils insured against. I was not prepared to hold and did not hold that, as a matter of law, there was no case to answer, nothing in short to be left to a jury.

In my opinion on the case as it stood there was in law a case: not a strong one, but something that required to be met. As a judge of fact, however, exercising the functions of a jury and availing myself of the ordinary knowledge of a layman with some small experience of local waters I found myself in this position: I was unable to find as a matter of fact that the vessel was lost by a peril insured against. I was in doubt as to whether she was or was not.

In these circumstances it seemed to me useless to call on the defendants for their evidence and I entered judgment for them. Whether I drew the right inferences of fact from the evidence before me, is, of course, a question for this Court. I will say at once that in my opinion the only peril not covered by the policy here which need be seriously taken into account is that of collision. It was argued that in case of collision there is usually a report or other evidence available to prove the fact. But even a layman with experience of the local waters knows that on the coast, and some way out to sea large fleets of native craft are encountered by day and by night. They frequently navigate without lights. Many of them are from Macao or from ports in China. The probability of their putting into Hongkong to report a collision in which the other vessel had sunk with all hands would seem to me as a judge of fact somewhat small.

I enquired of plaintiff's counsel if he was calling any evidence on this point, but none was tendered. I found myself in this position. I was unable to say that the probabilities of the

sinking of the *Luen On* by a peril insured against were so great that I ought to hold that as a matter of fact she was sunk. I thought she might have been but I could not say that she was. Equally I could not say that she was not. I felt bound therefore to enter judgment for the defendants.

The matter has been now re-argued before the Full Court, and I have had the advantage of discussing the facts exhaustively with my learned brethren. The salient features of the case are two. The first is the state of the weather. I am inclined to hold on further careful consideration that, leaving out for the moment the question of collision, it is more than probable that the *Luen On* had an appreciable stretch of stormy water to cross before she reached shelter.

If other perils are ruled out I think that a jury would have no difficulty in finding that heavy weather was the cause of loss. It is in evidence that every enquiry has been made, but that nothing can be ascertained which throws light on the disappearance of the vessel. I cannot but think that if she had been in collision with another vessel, whether that vessel had herself been sunk by the collision or not, something would have transpired, some information would have been obtained. On the whole I think that I drew the wrong inferences of fact from the evidence then before me, and that my judgment should be set aside.

Possibly I should not have come to the conclusion I did; had the case now made me present to me at the trial. I have come to my present conclusion with much hesitation and difficulty; but after the most careful and anxious consideration I can come to no other. There must be an order for a new trial.

THE PUISNE JUDGE.
The Puisne Judge said:—I agree that the judgment appealed from must be set aside. I do not say that all doubts as to the circumstances surrounding the fate of the *Luen On* are set at rest; but it does seem to me that they give rise to the inference that she was lost through stress of weather after encounter with conditions of the character observed by Captain Wheeler. This constitutes a loss "though winds or waves," that is, a loss within the perils insured in the policy of insurance on which the appellant has sued.

REFUNDING COSTS PAID.
The President: There will be an order for a new trial, appellants to have the costs of these proceedings and the cost of the original proceedings to rest on the result of the new trial.

Mr. Alabaster pointed out that the appellants had already paid the taxed costs of the other side in the original trial. The order for the payment of those costs was part of the judgment which had been set aside and the appellant was entitled, counsel submitted, to have the money refunded as the result of the appeal.

Mr. Jenkin said that as it was hoped the new trial would take place early next week the appellant, if successful, would only have a week to wait for his money in any case.

The Acting Chief Justice (to Mr. Alabaster): What do these costs amount to?
Mr. Alabaster: About \$4,000.
The President intimated that an order would be made for the refunding of the costs within fourteen days.

MISDIRECTED INGENUITY.
SHAUKIWAN PAWN BROKERS SWINDLED.

A pawnbroker from Shaukiwun related to Mr. Orme, at the Magistracy, yesterday afternoon, that a youth, before the Court on a charge of fraud, came to him to pawn some beads which he said were gold. Examination under a magnifying glass illustrated the proverb, "all is not gold that glitters"; the beads proved to be tiny brass coils with a thin coating of gold. The youth said he made them himself; the pawnbroker took him to the police station.

The police, taking up the story, said that while the matter was being investigated another pawnbroker came in with a story of beads found to be worthless after money had been advanced upon them and identified the defendant as the person who had pawned them. More beads were found in the defendant's lodgings.

The youth's misdirected ingenuity was rewarded with a sentence of six weeks imprisonment with hard labour; he will have an opportunity of trying if he can twist oakum into new and profitable shapes.

A STREET INCIDENT.
POLICE AND SAILORS AT VARIANCE.

Before Mr. R. E. Lindsell at the Magistracy, yesterday, Seamen David Williamson and O'Donnell, of the U.S.S. *Farnell* were charged with assaulting Gaol-Warder Leeson and Police Constable Hooper.

The complainants said they were passing Messrs. Brewer & Co.'s shop in Queen's Road, on Sunday night, when they met the defendants, who had just left the Astor House Hotel. Without any provocation, first defendant spoke to Warder Leeson in obscene language. Leeson's remonstrance was followed by a "scrap" in the course of which Leeson was hit in the face and kicked in the chest by Williamson. P.C. Hooper, who closed with O'Donnell, had the better of his assailant and chased him to Jardine's verandah, where defendant was intercepted by P.C. Belcher. Williamson was caught on the balcony by P.C. Savy. The prosecution alleged that defendants were under the influence of drink.

Defendants denied they were the aggressors; in fact they were provoked by one of the complainants who passed the first remark, which they said was in bad language. Complainants appeared to have taken a few drinks.
Mr. Lindsell said he believed defendants had received some provocation. He bound them over in personal bonds of \$100 each to be a good behaviour for six months.

SALE OF A MOTOR BOAT.

MESSRS. LAMMERT BROS. SUE.

An action was begun before the Puisne Judge, Mr. J. R. Wood, in the Summary Court, yesterday afternoon, in which Mr. Lee Nagel, merchant, of 32, Morrison Hill Road, sued Messrs. Lammert Bros., auctioneers, of Duddell Street. The claim was for \$533, of which \$425 was for money received by the defendants as agents for the plaintiff, and \$108 money expended by the plaintiff, on the care of the motor boat *Deo Lee*. Alternatively, the plaintiff claimed \$333 for negligence.

Mr. Watson (of Messrs. Johnson, Stokes & Master) represented the plaintiff and Mr. A. H. Crew (of Messrs. Hastings & Hastings) appeared for the defendants. A preliminary point was raised as to the custody of the boat. It was explained that the plaintiff's caretaker had continued in charge of the boat but the plaintiff considered that delivery was made to Messrs. Lammert a week before sale, in July, 1920.

Mr. Crew: We have never had delivery. Mr. Lammert has never seen the boat.

Mr. Watson said Mr. Wenton was the purchaser at the auction but he had never taken delivery.

The Judge: Did he pay?
Mr. Watson: Yes, but the complainant's order was never cashed.

Mr. Crew "offered to help" by explaining the defence. Before the complainant's order was sent to be cashed, Messrs. Lammert received a statement from the purchaser that the boat was not as warranted and they notified Mr. Nagel of this. Mr. Wenton got experts' opinion that the boat was a dud and refused to take delivery. Mr. Crew submitted that the plaintiff should sue the owner, not the auctioneers.

Mr. Watson said the plaintiff denied that criticism of the boat was conveyed to him. One so-called "missing" part was the magnet; it had been removed from its place in order to preserve it. Plaintiff said the boat was in good running order up to the time of the sale, and that Messrs. Lammert had repeatedly promised to force the purchaser to take delivery. All this time the boat was lying in Causeway Bay under the flag of the auctioneers. Mr. Watson argued that it was the duty of the auctioneer to give delivery. No one else could do so, because Mr. Nagel had not been told who the purchaser was. He contended it was the duty of the auctioneer to get the order cashed. He understood the order had been lost, and had only been found that day. The way the whole thing had been mismanaged amounted, he alleged, to negligence.

Mr. Nagel, giving evidence, said there was an understanding between him and Messrs. Lammert that the boat was turned over to the auctioneers and the latter put their flag up on it. He did not withdraw his men from the boat. The auctioneers informed him of the sale but not of the name of the purchaser. In cross-examination, the plaintiff said that for eight months after the sale he was pressing Messrs. Lammert to "commence legal proceedings against the purchaser." He admitted Mr. Lammert was constantly pressing Wenton to take delivery of the boat. The plaintiff added that he complained forcibly to Messrs. Lammert, in the interests of their client, should have cashed the complainant's order when it came in; and, in the second place, if a man bought a thing he should be compelled to take it. "I believe that is the law in England," said Mr. Nagel, "as it is in my own country, America."

Mr. Crew urged that plaintiff's case was based on an error. He had a grievance, admittedly, but not against Messrs. Lammert; against the purchaser. There was no law by which an auctioneer could be compelled, unless indemnified, to sue a party who bought from him. What happened was perfectly clear. Mr. Wenton bought without inspection. He purchased on the strength of the statement in the advertisement that the engine was unmounted but in good working order. Mr. Lammert would say that one bid of \$10 by a Chinese was made at the auction. He then notified the public the reserve price of \$400 and Mr. Wenton, rather foolishly purchased it. When he viewed his prize it did not come up to expectations and from that moment he was out to get away from his contract. Mr. Lammert pressed Wenton to take delivery and eventually put it up for sale again. Messrs. Lammert received no instructions from the plaintiff to sue Wenton. An auctioneer was only an agent.

In reply to the Judge, Mr. Watson said the plaintiff would base his claim on the ground of negligence in not cashing the complainant's order and in failing to sue the purchaser and compel him to take delivery.

Mr. Crew replied that the duty of an auctioneer was not to give delivery except for cash. True, they received a complainant's order, but within 12 hours a letter was received complaining that the engine was not in running order. There was not the slightest negligence in taking a complainant's order. They were never in a position to hand over because they never had possession.

The Judge intimated that in his view the advertisement amounted to a guarantee and that the contract was not an enforceable one.

The case was adjourned for questions of warranty and enforceable contract to be gone into; plaintiff to pay the costs of the adjournment.

CARGO JUNK WRECK.
DRIVEN ASHORE IN THE STORM.

During the stormy weather of the week end a large cargo junk was wrecked between Shanmi and Hongkong and two lives were lost. The master of the steam launch *Wo Lung* came to the assistance of the junk and was towing it to Hongkong. At Fu Tan Chau, the towing rope snapped and the junk was driven ashore, where it was wrecked. The crew of 26 men was thrown overboard, but the *Wo Lung* succeeded in saving fifteen men, whom they conveyed to the Water Police Station. Two are known to have been drowned.

IN ALL CLUBS HOTELS

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LANE, CRAWFORD & CO.,
HONGKONG.

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LANE, CRAWFORD & CO. \$3.75
PER CASE \$44.00
DUTY PAID.

SOLE AGENTS IN SOUTH CHINA FOR

Cutler Palmer & Co.
The Wine Merchants of the East

LANE, CRAWFORD'S
Established 1850 Telephone 1741

FIRE & BURGLAR PROOF

SAFES

RELIABLE ENGLISH MAKERS

LANE, CRAWFORD & CO.

COLLARD AND COLLARD

PIANOS

UPRIGHTS & GRANDS.

SOLE AGENTS:
ANDERSON'S

Wm. Powell

TELEPHONE 346.

SPECIAL SHOW
FOR A FEW DAYS ONLY
OF
NEW GOODS
FOR
BABY'S WEAR.

The whole of our Window has been devoted to the display of these dainty things, and the pleasure of a visit is solicited by

Wm. POWELL, Ltd., DES VŒUX ROAD, CENTRAL.

NEW ADVERTISEMENTS

VICTORIA RECREATION CLUB.

THE THIRD NIGHT FE-TE of the above Club will be held on **WEDNESDAY, July 27th, at 9 p.m.**
An interesting Programme has been arranged. Band in attendance.
Reserved seats can be booked at the Club for \$1.50.
R. G. WITCHELL,
Hon. Secretary.
Hongkong, July 25th, 1921. 1238

HONGKONG TRAMWAY COMPANY, LIMITED.

(Incorporated in the United Kingdom.)
NOTICE IS HEREBY GIVEN that an **INTERIM DIVIDEND** of **ONE SHILLING** per Share on account of the year 1921 has been declared.
The DIVIDEND will be payable on and after **WEDNESDAY, the 24th day of August, 1921**, to Shareholders on the Register on **TUESDAY, the 9th day of August 1921**, and will be paid to Shareholders on the Colonial (Hongkong) Register at the exchange rate of 2/7 per Dollar.
By Order of the Board,
W. E. ROBERTS,
Secretary.
Hongkong, July 25th, 1921. 1238

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

AN INTERIM DIVIDEND of **FOUR DOLLARS** per Share for the six months ending 30th June, 1921, will be Payable on **TUESDAY, July 26th**, on which date Dividend Warrants may be obtained on application at the Company's Office.
The **TRANSFER BOOKS** of the Company will be **CLOSED** from **TUESDAY, the 19th to TUESDAY, the 26th July, 1921** (both days inclusive) during which period no transfer of shares can be registered.
By Order of the Board of Directors,
L. S. GREENHILL,
Acting Secretary.
Hongkong, July 12th, 1921. 1175

THE HONGKONG CENTRAL ESTATE, LIMITED.

AN INTERIM DIVIDEND of **FOUR DOLLARS** per Share for the six months ending 30th June, 1921, will be Payable on **TUESDAY, July 26th**, on which date Dividend Warrants may be obtained on application at the Company's Office.
The **TRANSFER BOOKS** of the Company will be **CLOSED** from **TUESDAY, the 19th to TUESDAY, the 26th July, 1921** (both days inclusive) during which period no transfer of shares can be registered.
By Order of the Board of Directors,
L. S. GREENHILL,
Acting Secretary to the General Managers.
Hongkong, July 12th, 1921. 1176

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of **TWELVE DOLLARS** per Share for the six months ending 30th June, 1921, will be Payable on **TUESDAY, July 26th**, on which date Dividend Warrants may be obtained on application at the Company's Office.
The **TRANSFER BOOKS** of the Company will be **CLOSED** from **TUESDAY, the 19th to TUESDAY, the 26th July, 1921** (both days inclusive) during which period no transfer of shares can be registered.
By Order of the Board of Directors,
L. S. GREENHILL,
Acting Secretary to the General Managers.
The Hongkong Land Investment & Agency Co., Ltd.,
The West Point Building Company, Limited.
Hongkong, July 12th, 1921. 1177

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.
AN INTERIM DIVIDEND of **ONE DOLLAR** per Share for the six months ending 30th June, 1921, will be Payable on **TUESDAY, August 9th**, on which date Dividend Warrants may be obtained on application at the Company's Office.
The **TRANSFER BOOKS** of the Company will be **CLOSED** from **TUESDAY, August 2nd, to TUESDAY, August 9th**, both days inclusive, during which period no Transfer of Shares can be Registered.
By Order of the Board of Directors,
G. E. ELLAMS,
Acting Secretary.
Hongkong, July 18th, 1921. 1197

NATIONAL LOANS OF THE THIRD YEAR OF THE REPUBLIC (1914) AND OF THE FOURTH YEAR OF THE REPUBLIC (1915).

SUBSCRIBERS to the above **TWO LOANS** are hereby notified that the Drawing of Bonds for redemption will take place at Peking on the following dates—namely—
THIRD-YEAR LOAN. Fourth drawing—on 1st December, 1921.
FOURTH-YEAR LOAN. Third drawing—on 1st September, 1921.
The numbers of drawn bonds with date and place of repayment will be announced in due course by the Ministry of Finance.
F. A. AGLEN,
Inspector General of Customs.
Inspectorate General of Customs,
Peking, 14th July, 1921. 1233

REPULSE BAY HOTEL.

CABARET DINNER DANSANT.
WEDNESDAY, 27th JULY.
THE OLARINS
will Present
THE LATEST BALLET AND BALL ROOM DANCES.
1233

INTIMATIONS

NOTICE.

LYSON CO.

OWING to the death of Mr. CHIU CHU YAT, Chief Manager of the above Firm, the only persons now authorized to Sign for the Firm are—
Mr. TAM CHURK NAM, Sub-manager.
Mr. SIU KAM, Secretary.
whose Joint Signatures are necessary to all Documents or Transactions executed for and on behalf of the Firm.
[1221]

HONGKONG HOTEL COMPANY, LTD.

NOTICE IS HEREBY GIVEN that an **EXTRAORDINARY GENERAL MEETING** of the above Company will be held at the **HONGKONG HOTEL**, Pedder Street, Victoria, in the Colony of Hongkong, on **WEDNESDAY, the TWENTY-SEVENTH DAY OF JULY, 1921**, at Noon, for the purpose of considering, and, if thought fit, approving the draft new Memorandum of Association of the Company which will be submitted to the Meeting. A print of such draft new Memorandum of Association of the Company may be seen at the Company's Registered Office in the Hongkong Hotel, Pedder Street aforesaid, and a comparison of the print of the existing Memorandum of Association with the print of the draft new Memorandum of Association will show wherein the draft new Memorandum of Association differs from the existing Memorandum of Association. Should the Meeting approve of such new Memorandum of Association with or without modification, the proposed Resolution will be proposed as an Extraordinary Resolution, namely—

(1) That the provisions of the Company's Memorandum of Association with respect to its objects be altered so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting, and also for the following further purposes, namely—
For the purpose of considering, and, if thought fit, approving the draft new Articles of the Company which will be submitted to the Meeting. A print of such new Articles and a print of the existing Articles may be seen at the Company's Registered Office in the Hongkong Hotel, Pedder Street aforesaid. In such print the portions of the proposed new Articles which differ from the existing Articles are indicated by underlining in black ink and by marginal notes. Should the Meeting approve of such new Articles with or without modification, the proposed Resolution will be proposed as an Extraordinary Resolution, namely—

(2) That the new Articles already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.

AND NOTICE IS HEREBY ALSO GIVEN that a **SECOND EXTRAORDINARY GENERAL MEETING** of the Company will be held at the **HONGKONG HOTEL**, Pedder Street aforesaid, on **SATURDAY, the THIRTEENTH DAY OF AUGUST, 1921**, at Noon, for the purpose of receiving a report of the proceedings at the above mentioned Meeting and of confirming, if thought fit, as Special Resolutions, the above mentioned Resolutions (Nos. 1 and 2).
Should the first of the above Resolutions (No. 1) be confirmed as a Special Resolution by the requisite majority, the alterations in the Company's Memorandum of Association consequently involved will be submitted to the Supreme Court of Hongkong for confirmation.
AND NOTICE IS HEREBY ALSO GIVEN that the said **SECOND EXTRAORDINARY GENERAL MEETING** to be held as aforesaid will be continued for the purpose of considering, and, if thought fit, passing the following further Resolutions as Extraordinary Resolutions, namely—

(3) That each of the existing 30,000 fully paid up shares of \$50 each constituting the Company's present Capital of \$1,500,000 be divided into 5 fully paid up shares of \$10 each so as to make such Capital \$1,500,000 consisting of 150,000 fully paid up shares of \$10 each.
(4) That after the division aforesaid, the Capital of the Company be increased from \$1,500,000 consisting of aforesaid, to \$2,500,000 divided into 250,000 shares of \$10 each by the creation of 100,000 new shares of \$10 each—such new shares (subject as hereinafter mentioned) to be issued at such time or times and on such terms and conditions in every respect as the Company's Board of Directors may think fit.

(5) That it is desirable to capitalise the sum of \$1,000,000 being part of the undivided profits of the Company standing to the credit of the General Reserve, and accordingly that for the purpose of effecting such capitalisation such sum of \$1,000,000 be distributed as bonus among the shareholders of the Company in proportion to the shares in the Company's present Capital of \$1,000,000 held by them respectively on the date hereinafter referred to, and that a bonus be declared accordingly. And further that the Company's Board of Directors be and they are hereby authorised to satisfy such bonus as far as possible by the distribution in manner aforesaid of 100,000 shares of \$10 each credited as fully paid up among the persons who are registered as the holders of the shares constituting the Company's present Capital of \$1,000,000 on such date as the Company's Board of Directors shall decide—such last mentioned shares to rank pari passu with the shares constituting the Company's present Capital of \$1,000,000 in respect of all profits of the Company earned since the 31st December, 1920, and such distribution to be in satisfaction of the aforesaid bonus.

AND NOTICE IS HEREBY ALSO GIVEN that a **THIRD EXTRAORDINARY GENERAL MEETING** of the Company will be held at the **HONGKONG HOTEL**, Pedder Street, aforesaid, on **WEDNESDAY, the THIRTY-FIRST DAY OF AUGUST, 1921**, at Noon, for the purpose of receiving a report of the proceedings at the above mentioned Meeting in so far as regards Resolutions Nos. 3, 4 and 5 above and of confirming, if thought fit, as Special Resolutions, the aforesaid mentioned Resolutions as Special Resolutions.
Dated this Fourteenth day of July, 1921.
By Order of the Board,
J. H. TAGGART,
Manager.
1192

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for
Borneo CK. KY. LM. LN. LR. LU.
LW. MA. MK. MO.
[1221]

WANTED.—ONE SECOND-HAND BILLIARD TABLE (English Table preferred) in good condition. Please state particulars and price to "LOJA A MODESTA", Rua do Campo, Macao. 92

WANTED.—FOR LOCAL INSURANCE OFFICE. experienced Chinese Clerk. Reply in own handwriting to Box MK, c/o Daily Press Office. 90

WANTED.—Married Couple require Small FURNISHED FLAT or Apartments, Mid-level or Peak. Willing to share small house. Apply Box MI, c/o Daily Press Office. 88

FOR SALE.—ONE LEVIS MOTORCYCLE, just arrived, latest Model, two Speed Gear, 275. Apply Box MI, c/o Daily Press Office. 91

TO LET
LARGE GODOWN at Wan-chai (known as Mody Godown).
Apply to—
LEE HYSAN & CO.,
292, Queen's Road C.
[1150]

TO LET
GODOWN at Yaamat.
For particulars apply to—
THE HONGKONG LAND RECLAMATION CO., LTD.
1148

DAIRY FARM NEWS

FISH
FILETS ... 80 cts. per lb.
HADDOCKS ... 70 cts. per lb.
KIPPEES ... 60 cts. per lb.
RED HERRINGS ... 80 cts. per lb.

CHEESE
GOUDA (Full Cream) ... \$1.25 per lb.
AUSTRALIAN CHEDDAR ... \$1.00 per lb.
THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.
53

A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND GENERAL BROKER.
No. 24, D'Aguilar Street, Telephone No. 2932.
WEEKLY AUCTIONS.
TUESDAYS:—
MISCELLANEOUS GOODS.
THURSDAYS:—
VALUABLE
HOUSEHOLD FURNITURE.
SATURDAYS:—
EXCELLENT
HOUSEHOLD FURNITURE.
73

JUST RECEIVED.
GARDEN SEEDS
Sutton's Gold Medal Collection for exhibition, in air tight tins.

VEGETABLE ONLY
at \$28.00, \$14.70, \$8.75, \$7.35, \$5.25 and \$3.50 per tin.

FLOWER ONLY
at \$10.50, \$7.35, \$5.25 & \$3.50 per tin.

VEGETABLE & FLOWER
at \$12.25, \$9.80, \$7.00 & \$5.00 per tin.

GRACA & CO.,
No. 10, WYNDHAM STREET, HONGKONG.
P.O. Box 520. 124

P. & O. S. N. CO.

STEAMERS FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American, and South African Ports.

THE Steamship "DUNERA" Captain Walker, carrying His Majesty's Mail, will be despatched from this Port on or about **SATURDAY, the 27th AUGUST, 1921**, taking Passengers and Cargo for the above Ports.
Suits and Valises and Tea for Italy, France and London (under Arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.
Parcels will be received at this Office until 3 p.m., the day before sailing. The contents and value of all packages are required.
For further particulars apply to—
MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, July 14th, 1921. 1191

INTIMATION

EAU DE COLOGNE

(Clocque d'argent brand).

A perfume that will satisfy

the most critical. In elegant

crystal globe bottles.

Very refreshing this hot

weather when sprayed with a

vaporizer.

A. S. WATSON & CO., LTD.

HONGKONG DISPENSARY

Telephone 13.

MARRIAGE.

COCHRANE—SCORE.—At Union Church, on July 25th, by the Rev. J. Kirk Macdonald, THOMAS MUR COCHRANE, eldest son of Mr. and Mrs. William Cochrane, Barwood, Sydney, to Dorothy ELEANOR SCORE, daughter of Mr. John Score, and the late Mrs. Score, 14, Brandram Road, Blackheath, London. Sydney papers please copy. 1234

DEATHS.

LANNING.—In England, on July 10th, in her 65th year, CAROLINE, widow of the late George Lanning, of Shanghai. (By telegram). 1235

MATCHIN.—At Matilda Hospital, on July 25th, SARAH LAVINA, beloved wife of W. J. Matchin, aged 41, after a long illness. The funeral will take place at 5 p.m., to-day. 1235

ACKNOWLEDGMENT.

Mrs. LEUNG PANG SHI and family thank those friends and relatives who attended the funeral of her late husband LEUNG WING KIT and for floral tributes. 1237

FAMINE AND PESTILENCE IN RUSSIA.

One of Reuter's cables a few days ago transmitted a message from Berlin which said that the famous poet HAUPTMANN had received a telegram from the Maxim Gorky, stating that, owing to the failure of the harvest in Russia, millions are faced with death and starvation, and urgently appealing to Europe and America to send food and drugs to Russia. To-day we publish a Washington cable which says that the famine is appalling in its dimensions and it is estimated that thirty millions of people are starving, while cholera, typhus and plague claim thousands daily. Frenzied appeals have been sent to Germany and America for help—doctors and drugs from Germany and food from America. From Berlin it is reported that complete panic has overwhelmed the Soviet Government, and that Maxim Gorky's tragic appeal to Germany was: "We cannot pay you, but, in the name of Humanity come!"

When the first message came a few days ago we regarded the report with scepticism. Three or four days a week we glanced through many typewritten pages of Russian news sent gratuitously to us by the Russian news agency at Peking. The general character of this news during the past few months has conveyed the impression that all is going on well in Russia—that crops are bountiful and all sorts of industries reviving in a wonderful manner, especially since the re-opening of foreign trade, as Russia has been able to import a great deal of machinery of which she stood in need, and we have repeatedly noticed references to large imports of ploughs and other agricultural implements. Only yesterday we received from the Agency three budgets of news, and one of the first items on which our eyes alighted was a telegram from Moscow (via Manchuli) dated July 5th, which began by saying: "Reports of a good harvest are coming in from every quarter." Examining these news budgets further we came across another paragraph in which the Russian Agency in Peking says: "We find it necessary to deny Reuter's report of a spoiled harvest in the Volga region and 35,000,000 starving people. We do not know where the report was fabricated, though it was dated Helsingfors, July 6th. We have received in the course of the last few days several telegrams from Russia, stating that the harvest is exceedingly good and the prospect of the autumn harvest is also encouraging." Well, may the reader ask: "What is truth?" A further examination of the news budgets which reached us yesterday discovered a belated message from Moscow, dated May 25th and received in Peking "by mail," which, in view of the telegram from Washington received through Reuter's Agency which will be found among the cables we publish to-day, is perhaps worth reproducing in full since it at least suggests the great need that is felt in Russia for more food. It reads as follows:

Moscow (by mail), May 24th.
For the sowing campaign of this year, there have been purchased in Denmark, England, Holland, Estonia and Latvia seeds of various kinds. The approximate amount is: rhizocarpic plant and grass seed 320,000 poods, fruit plant seeds 100,000 poods, garden produce seeds 88,000 poods, flax seeds 386,000 poods purchased in Latvia, Lithuania and Estonia, cotton seeds 16,000 poods. Over 1,000,000 poods of potato for planting purposes have been imported, besides a large quantity of fertilizer.
156,202 ploughs, 3,677 sowing machines, 4,295 harrows, 8,233 hay-making machines, 5,900 harvesters, 7,600 horse rakes, 4,703,000 scythes, a number of threshing machines and other farming implements have been ordered from Germany, Austria, Czechoslovakia and Sweden. Of this amount 32,823 ploughs, 5,429 sowing machines, 375 harrows, 6,014 hay-making machines, 294 harvesters, 4,615 horse rakes, and 39,915 scythes have been delivered already. A number of threshing machines, scythes, sheep-shears, separators, sprinklers, weeding hoes, cultivators, chaff-cutters, turnip-cutters, rakes and other things are on the way to Russia.

To prevent food shortage in Petrograd before the autumn crops are gathered in, 20 carloads of beans, 10 cars of rice, 14 cars of lard and 8 cars of dried vegetable have been imported. Besides, 237 cars of beans, 19 cars of rice, 10 cars of preserved meat and other imported produce have arrived at Moscow for Petrograd. Up to April 28th, 70 cars of beans, 10 cars of rice, 210 cars of lard and 8 cars of dried vegetables and other things were delivered to Petrograd from Riga. On April 25th the steamer *Ponau* with a cargo of preserved meat, split peas and lard for Petrograd arrived at Riga. All this has been sent to Moscow and may reach Petrograd shortly.

In the light of MAXIM GORKY's appeal it is easily seen from these paragraphs to what a degree of perfection the art of suppressing the truth and suggesting the false has been cultivated by the Russian News Agencies. To represent, however, that the harvest has been "exceedingly good" looks like down-right falsehood. There are in Russian official circles to-day few men whose word will be more readily trusted than MAXIM GORKY. He is a "Communist" of some kind, but exactly what Department of the Government he represents we do not remember. We believe he corresponds to what is known in other countries as the Minister of Education, but he has evidently been chosen to make the appeal as being the one man in the Soviet Administration to whom the world at large would be the most likely to readily listen. The Russian appeal to a world disorganised and impoverished by the Great War—a world whose sympathies the Soviet Administration has done its utmost to alienate—can stand but little chance, we fear, of any adequate response. This great famine forms the crowning tragedy of the Soviet Administration and may add many thousands, even millions, to the terrible death roll for which Sovietism has been responsible.

An interim dividend of one shilling per share on account of the year 1921 has been declared by the Hongkong Tramway Co., Ltd.

The French Police at Shanghai have just established a specially trained squad of detectives to deal with cases of the "armed robbery" type.

The Tuchen of Anhwei has informed the Central Government by telegram that ten per cent. of all the troops under his command will be disbanded, beginning forthwith.

The Victoria Recreation Club announced their third night fete, which will be held on Wednesday, and promise an interesting programme. A band will be in attendance.

Mr. J. W. Kew, of 13, Wongneichong Road, was robbed by burglars on Saturday night. The thieves entered his house through an open window and took away domestic utensils worth \$50.

According to the Observatory report the typhoon passed a little to the south of Kwang-chau-wan on Sunday night and at 3 a.m. yesterday was about 60 miles to the S.W. of Pakhoi. Another warning was given:

The worst epidemic of rinderpest in the history of the Philippine Islands is reported to have broken out in the island of Masbate. Acting Governor General Yater has ordered 300 Constabulary to enforce the quarantine regulations. Thousands of cattle have died in a week.

A Chinese passenger on the *Szechuan*, reported on arrival here that when the ship was approaching port, a basket containing a gold watch and chain valued at \$75, a quantity of clothing and a book, was stolen from his cabin. Another passenger on the same steamer a woman, was robbed of \$120, in Chinese 20-cent-pieces.

Another epidemic of cargo pillaging appears to have broken out at Shanghai for there have been several charges lately at the Mixed Court, says the *N.-C. Daily News*, in briefy reporting a case in which the P. & O. Company prosecuted a coolie for stealing 10 yards of black cotton from the str. *Kalyan*, at the Shanghai and Hongkew Wharf. The accused was sentenced to a month in prison.

Senhor do Freitas, the Portuguese Minister and Doyen of the Diplomatic corps, has again made representations to the Waichiauopu demanding the withdrawal of the cordon of Chinese troops stationed around the Legation quarters. Senhor do Freitas contends that China is not justified in her refusal to withdraw such troops because the Japanese Legation refuses to assume responsibility for the custody of the Anfuities who sought refuge in the Japanese barracks.

A man who appears to have been insane jumped into the harbour at Wanchai, on Sunday evening, and declared his intention of swimming to Kowloon—the rough weather notwithstanding. He was such a strong swimmer that the bystanders could not reach him to get him back. The police took a hand and three men ultimately mastered the swimmer. He was so violent that he had to be bound with ropes before he could be taken to hospital. He has since been removed to the mental hospital.

At the Magistracy, yesterday afternoon, two "snatchers" were sentenced to six weeks' imprisonment each, for offences committed in the central district. One—a youth of 18—defended himself with such energy that it was not surprising to hear, after the conviction, that he had been in the dock before. The other, an aged and decrepit person, told the Magistrate, with tears, that this was the first time the police had arrested him. As he said he only came to the Colony from Swatow, three days before, the Magistrate remarked that he had not given the police much time.

The following is a copy of a letter received from Lord Knutsford, Chairman of the London Hospital, Whitechapel, by Mr. F. G. Thompson concerning the Fancy Dress Ball organised by his wife and himself last March in aid of what institution? "Dear Sir—I really do thank you most sincerely for your generous gift; you speak of it as a small sum, but, my dear Sir, to a despatching Hospital, Chairman, who is thankful for shillings and half-crowns, it is relatively a very large sum, and I am very grateful to you and Mrs. Thompson, who, I know, must have gone to a great deal of trouble to ensure so excellent a result."

A new ordinance will operate from August 1st in Japan in regard to deposits by Insurance Companies. The ordinance provides that in value-paper, which may be used by Insurance Companies or Foreign Insurance Companies as substitutes for sums to be deposited by them (with the Government), shall be national bonds, the substitute value of which shall be determined by their face value. The ordinance further provides that deposits of value-papers other than national bonds made prior to the enforcement of this ordinance shall, the provisions of this ordinance notwithstanding, continue valid for ten (10) years from the day of enforcement of this ordinance in the case of local bonds and for five (5) years in the case of other bonds.

TYPHOON WARNING.

The following telegram has been received by the American Consulate-General, Hongkong, from the Manila Observatory:—
9.15 a.m.; July 25th.
Typhoon in about 112 deg. Long. E. and 20 deg. Lat. N., moving West.

CABLES.

LATEST CABLES.

(THROUGH RUSSIA'S AGENCY.)

SPECTER OF FAMINE IN RUSSIA.

MAXIMUM GORKY'S TRAGIC APPEAL.

WASHINGTON, July 25th.

Mr. Hoover, Chairman of the Relief Fund, has cabled in response to Maxim Gorky's appeal for aid for starving masses that such aid depends upon the immediate release of all imprisoned Americans.

The famine in Russia is appalling in dimensions. Thirty millions are starving.

Mr. Trotsky has been appointed food dictator, while cholera, typhus and plague claim thousands of victims daily.

A frenzied appeal has been sent to Germany for doctors.

Reuter's Berlin correspondent reports that a complete panic has overwhelmed the Soviet Government.

Maxim Gorky's tragic appeal to Germany was: "We cannot pay you, but, in the name of humanity, come."

NEGRO SPRINTERS' RECORD NOT SET.

CAMBRIDGE, Mass., July 25th.

Gourd's record in the Long Jump was 25ft. 3in.

UPPER SILESIAN PROBLEM.

PROBABLE CONCESSIONS TO BRITISH POINT OF VIEW.

PARIS, July 25th.

It is understood that M. Briand will probably offer to abandon the idea of a preliminary study of the partitioning question in Upper Silesia by experts, but would request Lord Curzon to support French claims for the passage of troops across Germany. Finally, he would agree to the meeting of the Supreme Council early in August. It is thus believed that Great Britain and France are converging towards a compromise, and France is anxious to clear up the present divergence of view on a secondary point, which Germany might exploit.

FRENCH GOVERNMENT'S INSTRUCTIONS.

PARIS, July 23rd.

The situation in Upper Silesia is growing more dangerous every hour. The French Government has instructed the Ambassador in London to insist for an immediate dispatch of reinforcements, and the Ambassador in Berlin to arrange with the German Government for the transportation of a French Division to Upper Silesia. It is well to point out that France and Great Britain perfectly agree upon the seriousness of the situation. The only question is of the expediency of immediate intervention.

EARLIER CABLES.

GERMAN GRIEVANCE AGAINST FRENCH TROOPS.

BERLIN, July 24th.

The German reply to the French Note declares that the situation in Upper Silesia is in no way threatened by the German population, and denies that the Germans are responsible for the murder of the French major and for other alleged anti-French outrages.

The Note declares that the German Self-Defence Force has been disbanded and that the entire Polish insurgent military organisation remains in the plebiscite territory. The French troops, so far, have done nothing effective to disarm the Polish insurgents. An increase in the French forces would scarcely contribute to the tranquillity of the situation, which is naturally strained owing to the delay in the decision. The German Government will continue to endeavour to carry out the Peace Treaty, but the Poles must be made to observe the treaty, and to cease to strive after illegitimate aims and renounce violence.

FRENCH PRESS OPINION.

PARIS, July 24th.

Newspaper comments betray alarm at the Upper Silesian situation, especially uneasiness as regards Great Britain's attitude.

Le Temps considers that the issue will become Britain and Germany v. France. *La Liberté* accuses Great Britain of affording Germany protection, and urges France to stand firm, declaring that owing to Mr. Lloyd George's obstinacy "the fat is in the fire."

IRISH TRUCE.

SINN FEINER COUNTESS RELEASED.

LONDON, July 24th.

Counsellor Markiewicz, Sinn Féin's Labour Minister, who was sentenced at the end of last year to two years' imprisonment, was today released from Mount Joy prison.

BRITISH EMPIRE EXHIBITION.

PRINCE OF WALES APPEALS TO NATION.

LONDON, July 24th.

His Royal Highness the Prince of Wales has issued an appeal to the nation on behalf of the proposed British Empire Exhibition at Wembley Park, London, in 1925. It is stated that it is essential that at least £500,000 should be promised as guarantee of the fund within the next few weeks to enable a serious start being made. The response to the appeal will determine whether the exhibition can be held in 1925 or at all. It is emphasised that the guarantors would only be called on to contribute in the event of the exhibition failing financially. This is almost inconceivable. On the other hand, it is anticipated that there will be a substantial credit balance, which will be devoted to some public object.

RISING IN MOROCCO.

SPAIN DECIDES ON DESPATCH OF TROOPS.

MADRID, July 24th.

The Minister of War states that Spain is face to face with a new situation in Morocco. So far, Spain only had to deal with isolated groups of rebels, but there is now a real rebel army perfectly organised.

The Spanish Government has requisitioned several Atlantic liners and large steamers at Seville and Barcelona to transport troops to Morocco.

GERMANY DISARMING.

NO OPPOSITION FROM GOVERNMENT.

PARIS, July 22nd.

The President of the Inter-Allied Control Commission in Berlin had an interview with M. Briand on disarmament in Germany. He said that disarmament is proceeding "now without opposition from the German Government and heavy ordnance pieces are being scrapped."

CANTON NEWS ITEMS.

EXTRACTS FROM THE CUSTOMS COMMISSIONER'S REPORT.

The following items of information are recorded in the annual report of the Commissioner of Customs at Canton for 1930 which has just been published:

The construction of the first term main roads was completed in July, and the survey for the second-term roads has been carried out and parts of these works are also well under way. Lack of funds, however, has called a temporary halt to these much-needed improvements, and the annual troubles have further helped to impede progress. It is, however, certain that Canton means to be a modern city, and to those who have been residents here for many years the changes are very startling though very welcome.

Police records give the number of motor-cars as 94; and the Kwangtung Tramway Company, while awaiting fulfilment of orders for rails from America, has started its street service with six motor omnibuses.

The Kwangtung Electric Supply Company's new turbine plant has been fully installed, but the intake power-house on the river front has yet to be completed. During the year the Canton Waterworks laid 1,335 feet of additional mains and 163,875 feet of new pipes. Income, however, only reached \$15,000 for the year, and the company is reported to have lost about double that amount, owing to the increased use of fuel and the depreciation in Bank of China paper currency.

In January a serious fire occurred in Chang Le Street and 47 other fires were recorded, in which about 700 houses were destroyed. One-third of this number was in Chang Le Street, and its magnitude for a while caused considerable anxiety to those whose places of business were situated on the West Bund. The Sun Company deserves much praise for the valuable assistance rendered by its own fire-brigade at this time. The total loss to insurance companies in this connection is stated to be close on \$1,000,000, so that it is not surprising to hear that a few of the Chinese agencies were forced to close their doors.

Two new match factories have been established during the year: one in Yungshu suburb and the other at Yimpo, some 12 li from Canton. Exports of matches extended as far as the Straits Settlements, and the substitution of locally split wood for the Japanese imported article has proved very satisfactory.

The conclusion of the Great War was a hard blow to mining enterprise in Kwangtung province. A few mines have, therefore, closed down, and antimony ore, which gave 3,500 piculs in 1918, has fallen to 633 piculs only for 1930. The production of native coal also shows a marked shrinkage. The moderate cost of Japanese coal and transport difficulties in the interior causing disproportionate expenditure, together with an advance of 100 per cent. in the importations of Kaiping coal, are the reasons assigned.

Canton has now five large factories and several hundred workshops for producing socks and underwear, the trade in which is flourishing, owing to the high price of the foreign-made article.

An innovation worthy of note as a sign of the times is the employment of female labour in other lines than as teachers and factory hands. The position of clerk in the railway administrations is one form of advancement for them, and several are employed as secretaries in the House of Parliament and the Senate. A further opening for girl graduates is the telephone exchange station, where plans are being made to introduce female employment.

BANQUE INDUSTRIELLE DE CHINE.

INTERPELLATION IN THE FRENCH CHAMBER.

The Manager of the Banque Industrielle at Tientsin recently issued to the Press an extract from the French Wireless service which is translated as follows:

Bordeaux, July 10th.

The French Chamber, on July 8th, discussed an interpellation by M. Outrey on the Banque Industrielle de Chine. In the course of this interpellation the President of the Council demonstrated that the attitude of the French Government and of its Colonies had always conformed to the interests of France and to the maintenance of her position in the Far East.

The situation of the Banque Industrielle, said he, had preoccupied the French Government as much as M. Outrey. The latter knew well that the President of the Council and the Minister of Finance had done all in their power to avoid this state of affairs, the consequence of which would be not only to damage national interests, but by its reaction, to diminish the moral authority of France in the Far East. Already some results had been obtained, and we might hope, if all went on well, that these would lead to other results. Conversations had already taken place on the possibility, which had been envisaged, of warding off, with the aid of the Chinese Government, what would be a catastrophe. Unfortunately the negotiations had not yet produced definite results, and the meeting which the Minister of Finance had convened in his office, with a view to extricating the enterprise in question, had not produced results.

The following day, the Banque Industrielle de Chine applied to the Tribunal de Commerce with a view to obtaining the benefits of the "réglement de transaction." The Tribunal de Commerce, on Saturday, postponed its decision until July 25th, a period during which the Government would endeavour, with some chances of success, to find certain remedies. It appreciates the importance of the problem, and will put before all private interests. It is not unkind of the fact that in the Far East the maintenance and development of a favourable situation depend to a great extent on the solution of this question. Negotiations are in progress with China with a view to maintaining the enterprise, which is on trial, and which ought to render great services to French interests.

"The Government is further, I ought to say, in a position of great difficulty. It has to take action in connection with a private enterprise, and the means of which the Government disposes for the purpose of reaching certain solutions with a view to the results to be attained, are few. In spite of that it will act in the interests of France, I repeat, and I am convinced that in the actual state of affairs there is hope of finding a happy solution."

M. Ernest Outrey then stated that from the moment that the President of the Council gave reports on the disastrous and deplorable consequences of the disappearance of the Banque Industrielle de Chine, he was ready, unconditionally, to do all that was legally possible in order to safeguard French interests and Chinese interests (which are considerable) and also to maintain the prestige and honour and good name of France in the Far East. He will use all his efforts to attain these results, and also to discover who is responsible for this affair. M. Outrey only asked the opportunity to declare that he is disposed, for his part, not to ask for an immediate discussion. "My interpellation on the debate continues nevertheless," said M. Outrey, "and for other reasons it is necessary to pursue it."

But the President of the Council refused to countenance this diversion. "If I should show you," said he, "all the despatches received from our nationals in the Far East you will see that they are not anxious that the Government and the public authorities should avoid interesting themselves in this question. I ask myself whether I ought not, in accord with the Minister of Finance, to ask Parliament for credit. I have hesitated because of the length of the procedure, and the gravity of the precedent that would be created if the Chambers were led to sustain particular defective enterprises. Without reaching any final decision we have continued to seek other means, and I ought to say, to the honour of the Chinese Banks, and to the honour of the Chinese Government, that they have made an immediate, concerted and admirable effort, and that they have assumed responsibilities with a view to preventing the affair becoming a disaster. I ought to assist these efforts which have already been made, and I consider it my duty to encourage them."

M. Briand then explained the necessity in which the French Government found itself of denying inaccurate reports circulated against the credit of France in the Far East. In reply to certain of these reports M. Briand energetically defended the services of M. Berthelot, Secretaire General of Foreign Affairs.

The great majority of the Chamber, applauded the President of the Council, and the discussion was closed.

The French Press is almost unanimous in approving the attitude adopted by M. Briand. It congratulates him on entrenching himself on national ground, and defending the interests of France and of China, without concerning himself with the passionate atmosphere which certain persons have endeavoured to create.

THE ULSTER PARLIAMENT.

HISTORIC PROCEEDINGS.

[FROM "THE DAILY TELEGRAPH" CORRESPONDENT.]

BELFAST, June 7th.

The first meeting of the Northern Parliament in Belfast to-day was a brilliant success. Glorious weather was vouchsafed for the day's functions, which were graced by the presence of the Lord-Lieutenant and Viscountess Fitz-Alan. At the entrance to the City Hall, their Excellencies were received by the Lord Mayor (Councillor W. F. Coates, D.L.), the High Sheriff (Alderman Joseph Davidson), the Town Clerk (Sir Robert Meyer), and macebearers, and conducted within the building, where an address was presented from the City Council expressing loyalty to the King and Throne. His Excellency, in reply, alluded to the long and celebrated annals of Belfast—annals of loyalty, of splendid determination, and of fine achievement.

HISTORIC RETURN.

The stately City Hall made a noble outer setting for a Parliament House, and no less admirable was the Council Chamber for the assembly of Parliament. Its choice yet simple decoration scheme, with the portraits of Queen Victoria and King Edward, looking down on the animated throng which awaited the first sitting, constituted a picture that will live long in the minds of the comparatively few privileged to witness it. The only drawback was the lack of accommodation for the thousands who would have desired to be present on such a notable occasion. The major portion of the floor was within the hall, and access to all but members. The pressmen who were present in large numbers from England, Scotland, America, and Dublin, occupied the greater part of the remainder. Admission was by ticket, and the accommodation was practically entirely devoted to the wives of members, deputy-leaguists of the city and counties, chairmen of Corporation committees and county councils, county-court judges, and leading citizens of every walk of life in the six counties.

The Nationalist and Sinn Féin members did not put in an appearance, so there was no allocation of seats as between the Government and Opposition. Hon. members sat on each side of the House, with the Clerks' tables in the centre, and, surrounding all the massive mayoral chair, to be converted for the time being into the Speaker's chair. There was a happy blend of the ancient and modern. In front of the Speaker's seat the Mace was not yet on view, Parliamentary procedure being followed as far as possible, but all the other paraphernalia of the House of Commons were visible.

The table at which the members took the oath was a relic of the old Irish Parliament, and an exquisite piece of furniture. The inscription indicates that it was made to the order of the Right Hon. John Foster, last Speaker of the Irish House, 1798. Mr. Speaker Foster was an ancestor of the Massereene family, whose present head was an interested spectator of to-day's proceedings. This table composed of every known Irish wood. The base consists of a model Irish harp, worked out in every detail.

At 11.15 almost all the members had taken their seats, the future Cabinet Ministers occupying the front benches to the Speaker's right. The Speaker-Elect entered at 11.25, and took his seat almost unnoticed beside Mr. William Grant, and in the remaining few minutes the last of the Unionist members had taken their seats, which occupied the upper half of the Chamber. There was not a single absentee from the Unionist ranks, and everyone seemed in the best of spirits. When Sir James Craig took his seat the Mace Bearer advanced with the Mace, bowed twice, and deposited it on the table, again bowing twice. The Lord Primate, in full canonicals, followed, and the conversation ceased as if by magic. Everyone realised that the solemn ceremony of bringing the Northern Parliament of Ireland into being was about to begin. It was a moving moment, and the silence was only broken by the reverent tones of his Grace. As he announced prayers the audience rose. The Lord Primate's prayer was brief but comprehensive, commending the Sovereign of these realms to the care of Almighty God, and his new Parliament of Northern Ireland to the guidance of the Most High. At the close of prayer all remained standing, and his Excellency, the Lord-Lieutenant, entered immediately, taking his seat on the dais, invited the members of the House to be seated. The request having been complied with, the Clerk in loud tones read the Proclamation convening the House, which was couched in quaint legal phraseology.

ELECTION OF SPEAKER.

Viscount Fitz-Alan then formally intimated his Majesty's wish that the House should proceed to the election of a Speaker, and the company stood as his Excellency withdrew. Mr. W. Coates immediately rose, and in graceful language moved the appointment of the Hon. R. W. H. O'Neill amid an approving chorus of "Hear, hear," from both benches. Mr. S. McQuinn, another member of the British House of Commons and speaking as a Labour representative, bore testimony to Major O'Neill's dignified demeanour in the discussions of contentious measures, and said he would have the confidence, sympathy, and support of every member of the Northern Irish Parliament. Major O'Neill, who was formally received, submitted himself to the will of the House. The mover and seconder then conducted Major O'Neill to the Chair, and the Major expressed his great sense of the high honour conferred upon him. The Prime Minister extended hearty congratulations to the Speaker, and assured him that all support would be rendered him in the discharge of his duties.

His Excellency then returned to the Chamber, when Major O'Neill informed him of what had taken place during his absence. The Lord-Lieutenant, in his Majesty's behalf, most fully approved and confirmed the appointment of the Speaker. The Speaker then claimed the usual rights, privileges, and amenities appertaining to one in his responsible position. The claim was at once granted, Lord Fitz-Alan stating that in respect of the Speaker himself no assurance was required, as his Majesty would ever place the most favourable construction upon his words and actions.

The Lord Mayor of Belfast then rose, and was informed by his Excellency that it would be necessary for him, as first Senator, to see that after the election of Senators they at once proceeded to take the required oath. The Lord-Lieutenant thereupon left the Chamber, followed by the Speaker, and went to the Mayor's Parlour, where the oath was administered. At ten minutes past twelve o'clock the Speaker, clothed in his full-bottomed wig and gown, preceded by the Mace Bearer and followed by the Clerk, entered at the lower end of the Chamber. The mace-bearer being deposited on the table, the Speaker took the oath and signed the roll. The front bench men—Sir James Craig, Mr. Pollock, Sir Dawson Bates, Mr. Andrews, and Mr. Archdale—next took the oath and signed, after which the remaining members went through the formula in batches of three, each shaking hands with the Speaker, as is the custom at Westminster. The Prime Minister moved the adoption of the standing orders of the Parliament of the United Kingdom, with such modifications as might be found necessary; and the "yes" had it. The next motion by the Premier was that on the first session on which the House would meet in Committee, Mr. Thomas Moles take the chair as Chairman of Ways and Means. The Speaker declared, "The yes have it." He then announced the arrangements for the election of the Senate, whereupon the Premier, who was again cheered, moved the adjournment of the House until June 23rd.

The first "House" of the Northern Parliament rose at 12.45.

HIS MAJESTY'S TELEGRAM.

Immediately afterwards the Prime Minister entertained five hundred leading Ulstermen and ladies to luncheon in the banquetting hall. It was here that the announcement of the Royal visit was made. Proposing his Majesty's health, Sir James Craig said: "This morning I took the opportunity, after consultation with his Excellency the Lord-Lieutenant, of telegraphing to his Majesty to know if he would accede to the first request of the Executive of the Parliament of Northern Ireland by opening on the 22nd our new Parliament in person. (Cheers.) With a rapidity which does credit to a much-maligned postal service, I have received the following reply:—

In reply to your telegram, his Majesty the King will have great pleasure in opening your Parliament on Wednesday, the 22nd inst.—STAMFORDHAM.

This announcement was received with a great outburst of enthusiasm, the company rising and cheering for a couple of minutes. His Majesty's health was then drunk with great fervour, and the company sang the national anthem.

Viscount Fitz-Alan's speech in reply to the toast of his health, proposed by the host, created a good impression. His Excellency humorously referred to the fact that they were not all of the same religion. "I glory in mine," he said. "I dare say you glory in yours." (Cheers.)

If I were to change my religion I believe everyone in this room would look upon me as a most appalling beast, and if you were to change yours I would not think anything the worse of you." (Laughter.) Turning to other topics, his Excellency warmly defended the Black and Tans. While it was unjust they should be blamed for the crimes of a few, he sternly denounced murder gangs and said Ireland could not be prosperous till the sin of murder was eradicated. His Excellency spoke optimistically of the future of the Northern Parliament. He said: "I don't pretend for one moment that the Act which is the foundation of your Parliament in Northern Ireland is a perfect Act; in fact, I believe it wants amending already, and I shall not be at all surprised if it is amended in the not very far-distant future. I know you did not want it, and that you only accepted it on the advice of your great leader Lord Carson—(loud cheers)—and your present Prime Minister—and, if it is not important for me to say so, I think you did well. You wanted no change, but so long as your own particular interests were safeguarded you were willing to loan a hand for the future welfare of your country as a whole. I believe you have done it. At any rate this Act of Parliament, which establishes a Parliament here in the North of Ireland and gives power to establish another Parliament in Southern Ireland, does this: It gives to Irishmen as a whole the right and, if they choose to exercise it, the power, to manage their own affairs. (Cheers.)"

THE CABINET.

The first issue of the *Belfast Gazette* notified that the King has approved the following appointments to the Government of Northern Ireland:

Prime Minister—The Right Hon. Sir James Craig, Bt. M.P.
Minister of Finance—The Right Hon. Hugh MacDowell Pollock, M.P.
Minister of Home Affairs—The Right Hon. Sir Richard Dawson Bates, M.P.
Minister of Labour—The Right Hon. John Miller Andrews, M.P.
Minister of Education—The Marquis of Londonderry, K.G.
Minister of Agriculture and Minister of Commerce—The Right Hon. Edward Mervyn Archdale, M.P.
It is notified that his Excellency the Lord-Lieutenant has been pleased to make the following appointments:
Mr. John Milne Barbour, M.P., Parliamentary and Financial Secretary of the Ministry of Finance.
Major the Viscount Massereene and Ferrard, D.S.O., Parliamentary Secretary to the Prime Minister.

(Continued at foot of next column.)

BANK NOTES IN CHINA.

THE QUESTION OF RESERVES.

A Peking message says:—A Currency Conference was convened by Chang Hu, Head of the Metropolitan Currency Bureau, to discuss the regulations in connection with the issue of notes by the different Chinese and foreign banks in China. Chang Hu is of the opinion that the cancellation of the right of issuing notes by foreign banks or Sino-foreign banking corporations cannot be accomplished in a short time, owing to various complications involved. He proposes that the best thing to do is to ask the banks which have issued or are to issue notes to make a 60 per cent. specific deposit as guarantee on the amount of notes issued, to be established at Tientsin, Shanghai, and Hankow respectively. The notes issued will not be limited to the place named on the note but accepted at par in either of the three places above mentioned. The Chiao-tungu will be asked to arrange for the transportation of specie free from taxation in order to facilitate circulation.

PEKING'S HUNT FOR MONEY.

Further attempts by the Peking Government to raise money in Shanghai are reported in the Chinese Press, says the *S. C. Daily News*. It would seem that various representatives of Peking have been despatched to Shanghai with loan commissions. The first is said to have arranged a loan of \$5,000,000 with a British firm, on the security of the Salt Revenue. Another has been detailed to mortgage \$100 Government Bonds to the value of \$10,000,000, and is said to have closed with a Japanese offer of \$20 per bond, \$600,000 having now been actually paid over. A third representative is in negotiation with four Chinese banks for a loan of \$2,000,000, on the security of Government revenue stamps. Mention is also made of a loan of \$10,000,000 from an American syndicate. Government bonds being the security, and the loan conditional upon the money being spent in the purchase of goods for the Ministry of Communications.

"ENGLAND'S WAR DANGER." GENERAL TOWNSHEND AND TURKEY.

General Sir Charles Townshend, speaking on behalf of Admiral Suter in the *Northford* by-election campaign on June 15th, referred to the Near Eastern crisis, and declared: "The Government in this matter do not know their danger. We may be sucked into a great war at any moment. When you play near a flame you must expect to get singed. This country will not stand another war, and if they embark in another war it will be bad for the Government. On November 27th I asked the Government to modify the Treaty of Sevres. I told them Turkey could not live without the provinces of Smyrna and Thrace. I told them that I brought the Turks out of the war, and no one can deny I did so. Turkey was not beaten at the time, and when I got to Paris M. Clemenceau said, 'I congratulate you on saving millions of money and millions of lives.' I told the Turks to trust in England's generosity. We have given them two great provinces to the Greeks, and why? Because people helped us in the war in the same way as the clowns in a circus help the footman to take the carpet from the ring. This war in Turkey must be stopped at once, and an order to the Greeks given to evacuate Smyrna and Thrace, and you will have peace then on the frontiers of India. We have now lit up the unrest in India. Our policy in the Near East is utterly wrong. What about our policy in the Middle East? Our Government has committed every fault and error which time and circumstance permitted them to do."

The German "Consulate in the ex-German Concession in Tientsin has been officially opened and the new German flag was flown for the first time. The colours of the new Republic flag are black, red, and gold in place of the black, white, and red of the old flag.

Dr. Harold Balme, F.R.C.S., D.P.H., M.D., L.R.C.P., has accepted the presidency of the Shantung Christian University, at Tainan. Dr. Balme came to China in the year 1913; he is a member of the Church of England though serving as a missionary of the Baptist Missionary Society. He has for some time been dean of the School of Medicine of the same University.

The Consular representatives at Ichang have addressed a Note to the Hupeh authorities, requesting that they may receive notice in advance regarding movements of Chinese troops through Ichang. The Note also informs the Hupeh authorities that arrangements have been made in the interests of the foreign residents for all troops passing through Ichang by water to land on the opposite side of the river.

Capt. Herbert Dixon, M.P., Parliamentary Secretary of the Ministry of Finance.

Mr. Robert Dick Megaw, K.C., M.P., Parliamentary Secretary of the Ministry of Home Affairs.

Mr. John Fawcett Gordon, M.P., Parliamentary Secretary of the Ministry of Labour.

Mr. Robert John McKeown, M.P., Parliamentary Secretary of the Ministries of Education and Commerce.

Mr. Thomas Harry Burn, M.P., Assistant Parliamentary Secretary of the Ministry of Finance.

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"ONE OF LIFE'S LITTLE TRAGEDIES."

WIFE WHO FELL IN LOVE ON A LINER.

"One of life's little tragedies is being played out here. I wonder whether these tangled threads will ever be straightened out?" These were two sentences in a letter read at a Shoreditch inquest when a romantic story was told of love on a liner.

Mrs. Lynda Maplemore Voight, 20, wife of a baker living in Hoxton Street, was married in New South Wales last July.

Her husband (the coroner said) came home to his parents in Hoxton at the end of last year, and she rejoined him in London on April 21st. Twelve days later she was found lying on her bed with a bullet wound through her head and a revolver by her side.

Dr. Rowlands said the husband told her that his wife had been depressed since her arrival in London, and had confessed to him that on the boat coming over she had met someone of whom she became very fond.

LIFE'S TANGLED THREADS. James Graham, third steward on the *Belmont*, said he was thrown much into the company of Mrs. Voight on the voyage from Australia, and fell passionately in love with her. He received from her on the day of the tragedy a letter in which she said:—

"There is one of life's little tragedies being played here. Harold, my husband, has discovered I do not love him, and it is just breaking his heart. He is going to pieces completely."

He wanted to send me back to Australia and let him live his life out on his own.

I seem to have a presentiment. I wish at times I had never been born, the sorrow that is around. First you, then me, and now Harold. I wonder whether these tangled threads will ever be straightened out!

Keep up your heart, dear, and love me always. You are the only being on earth that I worship. In my eyes you are the most perfect creature that God ever made. If you love me, Jimmy, as much as I love you, you will realise what my feelings are. I feel I cannot live without hearing from you in some way.

God bless and keep you, my own dear love.—LYNDA.

P.S.—If you ever cease to care, send me a white rosebud. That will be enough and I will never write again. At times, Jimmy, despair gets the better of me and I nearly go mad."

A doctor's certificate showed that the husband was too ill to attend, and the coroner dispensed with his evidence.

The jury returned a verdict of suicide while of unsound mind, the coroner saying that these young people had played with fire. It behoved people who were brought into friendship while on board ship, amid cheerful surroundings, to use the utmost care as to how far that friendship carried them.

DAME MARGARET LLOYD GEORGE.

A PERSONAL SKETCH.

So much is known and written about the Prime Minister and so little about his wife that perhaps a short appreciation by one who knows and loves her will not be out of place.

Mrs. Lloyd George is a very remarkable woman. When she moved to 10, Downing-street, she succeeded a Prime Minister's wife who was her direct opposite, and therefore it was all the more difficult for her to create her own position. Always unassuming and unselfconscious, she quietly set to work to do her duty in the best and highest sense of the word. Absolutely honest and straightforward, she soon became the centre of many good works, and during the last two years of the war nobody worked harder or gave up more to help others than Mrs. Lloyd George.

She is one of the kindest-hearted people in the world, but very few know of her good deeds, and certainly no one ever hears of them from herself. She has remained true to her old friends while making many new ones. It is impossible to know Dame Margaret without loving and respecting her. There is a simple dignity about her which is very impressive in these days when such qualities are almost extinct.

Mrs. Lloyd George is a shrewd judge of character, and seldom taken in by the flattery with which Downing-street is inevitably surrounded. She dislikes vulgarity and publicity of any description, and goes about her daily work in the same quiet way in which she lives, and only those who come under her gentle influence have any idea how much she does for others and how little for herself.

A few months ago an old friend who was standing for Parliament persuaded Mrs. Lloyd George to come and help him, and with characteristic unselfishness she threw herself heart and soul into the contest, attending endless meetings and gaining many votes by speaking in a direct and simple way which appealed to what is best in her audiences.

It is always difficult to write about people in her lifetime, especially when the person written of dislikes the limelight, and these few words are quite inadequate, for, as a very distinguished man said the other day: "It is only history that will reveal the fact that Mrs. Lloyd George was one of the greatest assets of her husband's successful career."

"Jazz" is practically dead.—Mr. H. Jordan.

The country is now on very much firmer ground.—Sir E. Mackay Edgar.

There are grave causes for alarm in the present behaviour of women.—The Bishop of Durham.

Once you depart from wives to other relations there are complications without end.—The Speaker.

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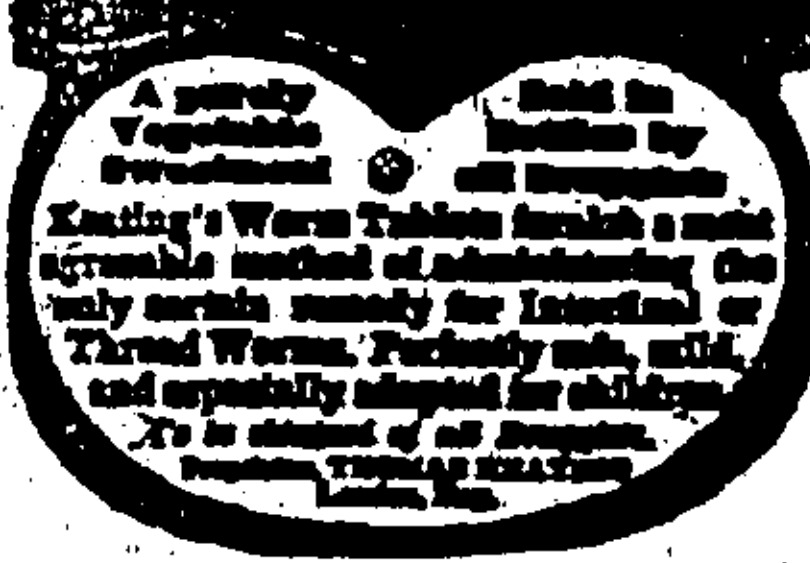
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THE PARIS-PYRENEES-PARIS TRIAL. One of the most arduous of Motorcycle Trials. Course over 1250 miles of none the best of roads. Most of the travelling was through treacherous country roads. Rivers and streams have to be forded and still gradients climb. ROUTE. Start was made from Paris on the 30th ult., and via various French towns and villages to Pau, situated in the Pyrenees Mountains. From Pau to Toulouse, by the mountain passes of the Pyrenees, and to Bordeaux by the 4th inst. From Bordeaux back to Paris.

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IS THIS NOT PROOF OF THE RELIABILITY, ENDURANCE AND POWER OF B.S.A. MOTORCYCLES?

WOULDN'T YOU LIKE TO OWN A B.S.A.? CATALOGUES AND FULL PARTICULARS WILL BE SENT GRATIS ON REQUEST.

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B.S.A. 44 h.p. (547 c.c.) Model "H" All-Chain Enclosed Transmission

Three Speed, Motorcycle \$850.00

Model No. 2 Sidecar, Magnificently Upholstered, with Hood, Windscreen, Luggage Grid & Apron \$425.00

Electric Equipment (Lucas Magneto Set), Horn and Speedometer (Cowey), at extra cost.

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Agents: Walter Ford & Co.

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Just Received from Manila

A Fine Assortment of

HEMP HATS for LADIES

in different shapes and assorted colours

Inspection cordially invited,

SWATOW DRAWN WORK CO.,

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PREPARED PAINTS OF ALL KINDS AND COLOURS.

BERGER'S LIQUID RED LEAD covers 50 per cent. more surface, weight for weight, than the ordinary hand mixed Red Lead.

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STRUCTURAL & ROOF PAINT—A preservative.

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1129

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Soothes & Heals
SORE FEET

Of all medicine vendors in Shanghai, Hongkong, etc.: Sole proprietors The Zam-Buk Mfg. Co., Ltd., London.

ACHING, inflamed, tired feet cause misery to thousands. Zam-Buk is a real boon, for it soon banishes hot-weather foot troubles.

After washing the feet, Zam-Buk should be freely rubbed over the soles, insteps, ankles and toes. It's pure herbal juices purify and stimulate the pores. Chafed and tender skin is instantly soothed and strengthened; hard growths are softened and peel away, while the pain of corns and bunions ceases.

Zam-Buk cures hot, swollen, sweating feet and galled toes. If raw sores have broken out this soothing Zam-Buk gives quick relief, prevents blood-poison, and ensures perfect healing.

Insist on ZAM-BUK and refuse cheap imitations.

DODWELL & CO., LIMITED.REGULAR SAILINGS TO NEW YORK & BOSTON
for NEW YORK via Suez.

S.S. "BOLTON CASTLE" ... sailing on or about 2nd Aug.

LLOYD TRIESTINO.TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT,
BLACK SEA & DANUBE PORTS.
PIUMS having been re-opened for traffic, cargo is also accepted for this port
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via SINGAPORE, PENANG & COLOMBO.S.S. "CILICIA" ... sailing on or about 30th July.
S.S. "TRIESTE" ... sailing End of August.

FOR SHANGHAI

S.S. "TRIESTE" ... sailing Middle of August.
Passengers' Luggage can be insured at the Office of the Agents.**NATAL LINE OF STEAMERS.**S.S. "UMKUZU" sailing from Colombo for South African ports about 30th July.
Regular Passenger and Cargo Service to
SOUTH AFRICAN PORTS, from CALCUTTA & COLOMBO.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:-

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SEATTLE & VICTORIA or VANCOUVER via Manila, Keelung,
Shanghai & Japan portsCargo to Overland Points U.S. in connection with Great Northern Northern Pacific
and Chicago, Milwaukee & St. Paul Railways.SUWA MARU ... Friday, 29th July, at 11 a.m.
FUSHIMI MARU (omitting Manila) ... Tuesday, 23rd Aug., at 11 a.m.
KATORI MARU ... Friday, 9th Sept., at 11 a.m.
KASHIMA MARU (omitting Manila) ... Tuesday, 4th Oct., at 11 a.m.
LONDON & ANTWERP via Singapore, Penang, Colombo, Suez
Port Said and Marseilles.YOKOHAMA MARU ... Wednesday, 3rd Aug., at 11 a.m.
KLEIST ... Sunday, 14th Aug., at 11 a.m.
MISHIMA MARU ... Friday, 19th Aug., at 11 a.m.
SADO MARU ... Friday, 2nd Sept., at 11 a.m.HAMBURG, MARSEILLES, LONDON & ROTTERDAM.
TOTTORI MARU ... Latter half of August.

LIVERPOOL & MARSEILLES via Suez.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.AKI MARU ... Tuesday, 18th Aug., at 11 a.m.
TANGO MARU ... Tuesday, 20th Sept., at 11 a.m.

NEW YORK & HAVANA via PANAMA.

LYONS MARU ... Sunday, 14th Aug.
TAKAOKA MARU ... Thursday, 25th Aug.SOUTH AMERICAN PORTS via CAPS,
KANAGAWA MARU ... Friday, 16th September

BOMBAY & COLOMBO via Singapore.

CALCUTTA & BANGKOK via Singapore & Penang.
RANGOON MARU ... Monday, 25th July.
HAKODATE MARU ... Thursday, 4th Aug.JAPAN PORTS—Nagasaki, Kobe & Yokohama.
TANGO MARU ... Friday, 19th Aug., at 11 a.m.SHANGHAI, KOBE & YOKOHAMA.
NAGATO MARU ... Wednesday, 27th July.For further information apply to— **NIPPON YUSEN KAISHA**
K. KAMEI, Manager.
Telephone Nos. 121 & 122.**YAMASHITA KISEN KAISHA**
(THE YAMASHITA S.S. Co. Ltd.)REGULAR FREIGHT & PASSENGER SERVICE
BETWEEN
KEELUNG, HONGKONG & HAIPHONG.
Sailing from Hongkong.

FOR HAIPHONG via Pakhoi

S.S. "TAIKWA MARU" ... on or about 4th Aug.

FOR KEELUNG via Swatow & Amoy

S.S. "HOZUI MARU" ... on or about 4th Aug.

For further particulars, please apply to—

M. KOBAYASHI,
Agent,
No. 37, Bonham Street, West,
Tel. No. 155.Top Floor, King's Building,
Tel. No. 140.**CONGRESS, NOT CABINET.**DOMINION STATESMEN AND
EMPIRE GOVERNMENT.

Sir John Findlay, at the Royal Colonial Institute, on June 17th, read a paper on "The Future Government of the Empire."

He said that, as a few years ago he published a book strongly advocating some form of definite Imperial Federation, his present address at least had the novelty of a recantation. The past 10 years, and particularly the last seven, had witnessed a beneficent change in our doctrine and practices of Imperialism as rapid as it was fateful. In his judgment, the genius of our nation might safely be felt to solve the enigma of how to combine the fullest independence of nationhood with a maximum of unity for all great Imperial purposes. They would solve this, not by some novel and skillfully devised machinery of government, but by treading, in the spirit of loyal co-operation, the well-worn path of the past. That was his answer to all schemes of a definite and crystallized Imperial Federation. Such a Federation involved the surrender of important powers to a central council or executive, and that was antithetic to the spirit of unfettered self-development and national freedom which gave us the Imperial solidarity displayed in the Great War.

He agreed with General Smuts, that the only feasible method of inter-Imperial co-operation was the method on which the Empire had placed reliance in days gone by—that was, by greater conference and concert between the overseas autonomous Governments and the Mother country. It had been by that means that the British Empire had been enabled to make the only successful experiment in an ever-widening Imperialism that had ever been made, and the adoption of Imperial Federation, involving the creation of some kind of super-State with coercive powers, would add sand and not oil to the bearings of the Empire and threaten it with disaster. He based his objection on the now almost unanimous opposition which the Dominions had expressed to such a proposal. We must, therefore, rely on the sure and firm foundation of Robert Borden favoured for our Imperial structure; viz., co-operation towards unity, and complete autonomy with Britain *primus inter pares*. But while he thought the day of an Imperial Federation or super-State was far off—if ever realizable—we must set ourselves to discover the best means by which Imperial co-operation could be achieved. The almost all-important factor was the continuance of the vitalized spirit of harmonious co-operation that now animated the Empire. Just as love would find out the way, so this spirit might be tried out to devise the best means of giving it effective expression. It might necessitate a process of experiment and tentation, and probably experience alone could prove what method was best.

The paramount aim must be to secure or construct machinery which would achieve the fullest and most cordial mutual understanding. It was universally agreed that there must be Imperial Conferences, and the only debated questions were: (1) Who should attend them? (2) How often should they be held? and (3) Where should they be held? These Conferences might well be divided into two classes: (a) Plenary, and (b) intermediate. The former should be attended by the overseas Prime Ministers, where subjects of greater import could be discussed and, if possible, agreed upon. They should be held as frequently as practicable; if not every 18 months, at any rate every two years. In this connection, assuming the meeting place were London, the Premiers of the more distant Dominions could not reasonably be asked to allow lengthy agencies to prejudice their duty to their own constituents, of their respective countries, and for this reason he regarded annual meetings as out of the question.

But as a chief desideratum was continuous consultation, some method must be devised of filling up the gaps between the Prime Ministers' visits. That might be done either by some official representation or by Cabinet Ministers resident here. Indeed, each Dominion might add to its Cabinet a special Minister for Imperial affairs, whose duty it would be to attend continuously the subsidiary conferences held between the periods of the Prime Ministers' Conferences.

Possibly, if Mr. Massey's proposal were adopted that the Imperial Conference of Prime Ministers (including the British) should meet in the Overseas Dominions in turn, such conferences might be held more frequently, but even under this proposal the gaps between the meetings would have to be filled by some scheme of subsidiary conferences if the desideratum of continuous discussion and consultation was to be achieved. Even the Prime Ministers' Conferences must avoid the character of an Imperial Cabinet or executive. He was satisfied the Overseas Dominions would not approve of that. Each Prime Minister might, in the deliberations of the Conference, commit his Government, but the proposal to which he committed it would require, before it bound his country, the ratification of its Parliament. Any other scheme would provoke the hostility at present felt to any form of Government by a central Imperial Council or executive.

MR. MASSEY'S VIEWS.

During the subsequent discussion, Mr. Massey, Prime Minister of New Zealand, said he did not think the idea of an Imperial Parliament workable. Sooner or later there would arise the question of taxation, and it was certain that the Dominions would not agree to taxation imposed from outside their own borders. He believed the system of government within the British Empire to be the best the world had ever seen. The weak link in the Imperial chain, in his opinion, was that the Dominions, loyal and anxious to do their Imperial duty to the utmost as they were, had not the same right as the Mother Country to advise the Sovereign through their representatives. He hoped and, indeed believed, however, that this weakness would in time be remedied. From his own experience as a member he had no hesitation in saying that the Imperial War Cabinet, for such was the body over which Mr. Lloyd George presided after the German attack in March, 1918, and later in Paris (Continued at foot of next column.)

**CUTICURA HEALS
BURNING ITCHING**Breaking Out On Face. Very Painful.
It Did Not Get Any Sleep.

"I had a breaking out on my face that was very painful. It began like a pimple, and when it came to a head water ran down my cheek and every where it touched it burned terribly. I did not get a bit of sleep with the itching and burning."

"I saw an advertisement for Cuticura and I thought I would try them. I found great relief with the first application, and one box of Cuticura Ointment with the Cuticura Soap healed me." (Signed) Mrs. Mary M. Day, 31, Cherry St., Stafford, Eng.

"With an apparent tendency to skin troubles you should use these fragrant emollients for toilet purposes. Soap to cleanse, Ointment to heal."

Obtain Cuticura at 2s. 6d. and 1s. 6d. Sold throughout the Empire. Beware of cheap imitations. Always get the real Cuticura. Also for mail orders with price.

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Dealers in

Household Sundries

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IRON & BRASS

BEDSTEADS.

PHOTO GOODS of
every Description.

25, DES VORP ROAD,

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Liver

Depressed in the mornings sometimes? Get rid of it! Half a teaspoonful of Kruschen Salts in a tumbler of hot water every morning—that's the point to remember. Enough for two months in a bottle.

Kruschen Salts

A. S. WATSON & Co., Ltd. Sole Agents for Hong Kong and Southern China.

**A Good
Medicine**

according to one of the wise old thinkers of the past, possesses two important qualities. It "restores us our health when we lose it" and it "preserveth our health while we have it." Probably no popular medicine possesses these two qualities in greater measure than Beecham's Pills. Beecham's Pills restore and also preserve the health. They are excellent to take when the system is run-down and in need of a gentle restorative. Beecham's Pills act upon and through the organs of digestion—the regular and harmonious working of which is of the first importance. They speedily correct irregularities and restore healthy conditions. It has been abundantly proved that the occasional use of this well-known medicine will go far to maintain the general health in a state of efficiency. Enjoy good health therefore, by taking that good medicine—

**Beecham's
Pills.**

BEECHAM'S PILLS are specially suitable for Females of all ages.

during the Peace Conference, had done magnificent work. The Empire owed a deep debt of gratitude to Mr. Lloyd George. (Cheers.) They wanted now something in the nature of an Imperial Peace Cabinet to take the place of that other.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION

HAIPHONG via HOIHOW ... "LOKSANG" ... Wed., 27th July, 8 a.m.
SHANGHAI via SWATOW ... "KWONGSANG" ... Wed., 27th July, Noon.
SANDAKAN ... "YANNIS" ... Wed., 27th July, Noon.
STRAIT & CALOUTTA ... "LAISANG" ... Wed., 27th July, 3 p.m.
BANGKOK via SWATOW ... "CHUNSAUNG" ... Thurs., 28th July, 10 a.m.
MANILA ... "YUENSANG" ... Fri., 29th July, 3 p.m.
TIENTSIN ... "CHIPSHING" ... Sat., 31st July, 10 a.m.
KOBE via SHANGHAI & MOU ... "YATSHING" ... Sun., 31st July, 10 a.m.

CALOUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers s.s. "HINSANG" and s.s. "YANNIS" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kuantan, Jesselton, Labuan, Tawau and Lahad Datt.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALOUTTA LINE.

S.S. "LAISANG" will be despatched on or about
Wednesday, 27th July, at 3 p.m., for SINGAPORE, PENANG
& CALCUTTA

Through Bills of Lading issued to RANGOON, PORT SWET-
TENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

TELEPHONE No. 215.

GENERAL MANAGERS.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Leaves Hongkong	Discharges
M.V. "GLENAMORY"	27th July	DOE HONGKONG
M.V. "GLENADE"	6th Aug.	
M.V. "GLENARIFFE"	21st Aug.	

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
M.V. "GLENLUCE"	28th July	LONDON, ROTTERDAM & HAMBURG.
M.V. "GLENAMORY"	31st Aug.	GLASGOW, LONDON & ROTTERDAM.
M.V. "GLENADE"	1st Sept.	GLASGOW, LONDON & ROTTERDAM.
M.V. "GLENARIFFE"	28th Sept.	GLASGOW & ROTTERDAM.

Movements are subject to change without notice.

For freight or further particulars please apply to—

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Managing Director: Mr. MATSUDA ABE

The Company has on hand a Large Number of.

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And under the Company's Management:—

Twenty steamers of about 9,100 tons deadweight each.
Two steamers of about 6,400 tons deadweight each.
(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA.

No. 23, BUND, KOBE.

SHIPPING NEWS

ARRIVALS.

July 23rd.
Vade, French str., 301 tons, Capt. F. Nicolai, from Hoihow, with a general cargo.—Kai Yee.
 July 24th.
Kanowna, British str., 4,376 tons, Capt. E. T. Pitcher, from Moji, with a general cargo.—Mackinnon Mackenzie & Co.
Tajima Maru, Japanese str., 4,275 tons, Capt. K. Takano, from Singapore, with a general cargo.—N.Y.K.
 July 25th.
Glenary, British str., 5,075 tons, Capt. V. G. Connolly, from Shanghai, with a general cargo.—J.M. & Co.
Kwongyang, British str., 1,424 tons, Capt. W. F. Richard, from Tsingtau, Shanghai and Swatow, with a general cargo.—J.M. & Co.
Luchow, British str., 1,221 tons, Capt. G. A. G. Morse, from Swatow.—B. & S.
Pakyo, Chinese str., 447 tons, Capt. H. Webster, from Whampoa.—Yue Woo S.S. Co.
Persia Maru, Japanese str., 4,380 tons, Capt. K. Watanabe, from San Francisco, with a general cargo.—T.K.K.
Providence, Norwegian str., 693 tons, Capt. Ulf, from Canton.—Kwong Now Tai.
Rangoon Maru, Japanese str., 3,638 tons, Capt. T. Osada, from Nagasaki, with a general cargo.—N.Y.K.
Sungshan Maru, Japanese str., 1,503 tons, Capt. K. Kawamura, from Canton, with a general cargo.—N.Y.K.
Szechuen, British str., 1,504 tons, Capt. Wm. Benson, from Canton, with a general cargo.—B. & S.
Tatzena, Chinese str., 402 tons, Capt. J. de Legros, from Hoihow, with a general cargo.—Yau Fat.
Wakasa Maru, Japanese str., 8,072 tons, Capt. B. Tada, from Moji and Japan, with a general cargo.—N.Y.K.

CLEARANCES.

July 25th.
Gap Arcadia, for Haiphong.
Glam, for Tarakan.
Glenary, for Singapore.
Haiyuan, for Hoihow.
Hastings, for Fochow.
Kwongyang, for Singapore.
Kwongyang, for Canton.
Luchow, for Singapore.
Providence, for Newchwang.
Rangoon Maru, for Singapore.
Shinfoo, for Fochow.
Sungshan Maru, for Swatow.
Tajima Maru, for Shanghai.
Yechigo Maru, for Takao.

STEAMERS' MOVEMENT.

The P.M.S. s.s. *Empress* sailed from Shanghai for Hongkong via Manila on July 23rd, and is expected to arrive at Hongkong about August 3rd.
 The R.M.S. *Empress of Asia* arrived at Shanghai on July 23rd, at noon, left there at 10 p.m., arrived at Nagasaki yesterday, and is due at Kobe, to-day, at 4 p.m.
 The B.I. Co's s.s. *Japan* left Singapore for this port on the 23rd instant, and is due here on the 25th instant, at about p.m.
 The Dowell Castle line s.s. *Bolton Castle*, which sailed from New York on May 22nd, arrived at Shanghai on the 20th instant, is due to sail on the 26th, and is expected to arrive here on the 29th instant.

VESSELS EXPECTED.

Acorn (Blue Funnel), due August 7th.
Bolton Castle (Dowell Castle Line), due about July 30th.
Eipenro (Blue Funnel), due August 31st.
Eumaeus (Blue Funnel), due August 30th.
Glenary (Blue Funnel), due August 14th.
Itabashi Maru (N.Y.K.), due August 18th.
Keenun (Blue Funnel line), due July 29th.
Kitano Maru (N.Y.K.), due August 2nd.
Monteagle, due August 11th.
Nagano Maru (N.Y.K.), due August 2nd.
Nagato Maru (N.Y.K.), due July 29th.
Ningchow (Blue Funnel), due August 10th.
Protestant (Blue Funnel line), due August 14th.
Silver State (Admiral line), due July 31st.
Tajima Maru (T.K.K.), due August 4th.

HONGKONG TIDE TABLE.

From July 25th to August 1st, 1921.

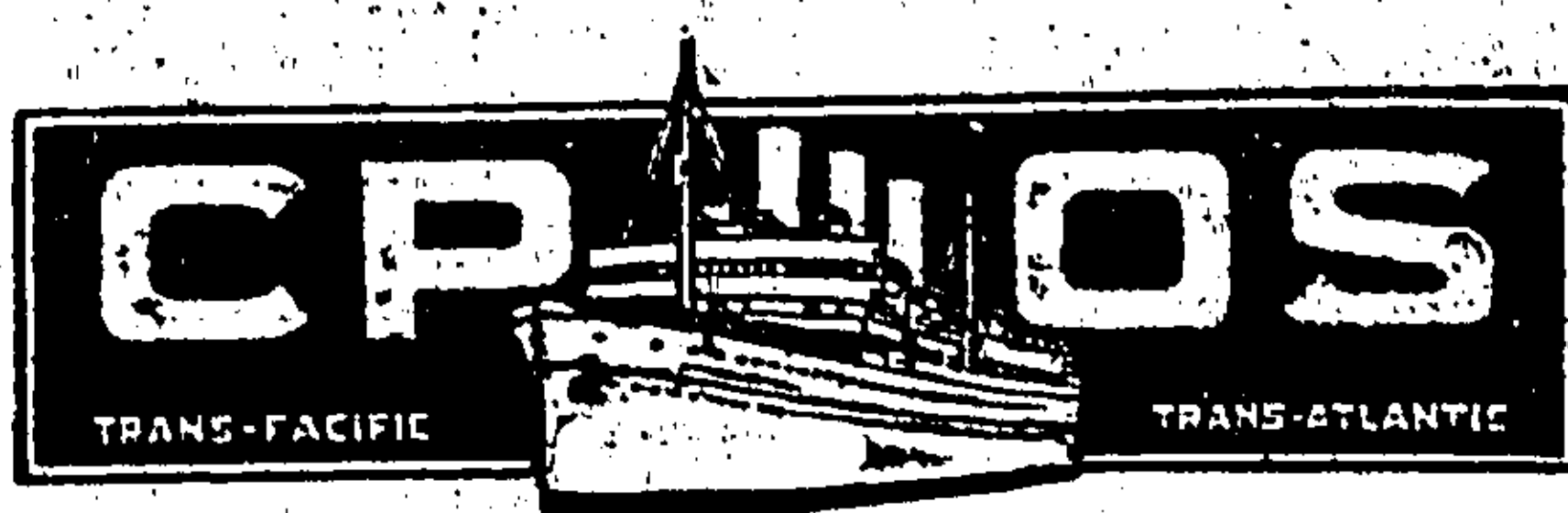
		HIGH WATER.				LOW WATER.			
Days of Week or Month.	Days of Month.	H'kong Standard Time.		Height.		H'kong Standard Time.		Height.	
		h. m.	ft. in.	h. m.	ft. in.	h. m.	ft. in.		
Tues.	26	1 24	4 8	m	6 38	3 3	7 36	2 2	
		0 30	5 3	m	7 36	2 2	7 46	3 2	
Wed.	27	m 2 1	4 8	m	7 46	3 2	8 9	2 6	
		1 27	4 7	m	8 9	2 6	8 9	2 6	
Thur.	28	2 43	5 1	m	9 41	3 2	8 48	2 8	
		2 53	4 2	m	8 48	2 8	9 43	3 0	
Fri.	29	m 3 43	5 6	m	11 30	2 8	9 43	3 0	
		4 45	5 9	m	9 43	3 0	10 30	2 2	
Satur.	30	m 4 42	6 0	m	0 30	2 0	10 47	3 1	
		5 11	3 8	m	10 47	3 1	1 27	1 6	
Sun.	31	m 5 20	6 5	m	1 27	1 6	11 56	3 1	
		7 22	4 0	m	11 56	3 1			
Mon.	1	m 8 24	7 0	m			2 14	1 0	
		8 19	4 1	m					

SUNRISE AND SUNSET.

FOR THE MONTH OF JULY.

Date.	Sunrise.	Sunset.
July 24th	5.52 a.m.	7.08 p.m.
July 27th	5.52 a.m.	7.07 p.m.
July 28th	5.53 a.m.	7.07 p.m.
July 29th	5.53 a.m.	7.06 p.m.
July 30th	5.53 a.m.	7.06 p.m.
July 31st	5.54 a.m.	7.05 p.m.
August 1st	5.54 a.m.	7.05 p.m.

T. F. CLAXTON, Director.



HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, (Moji), Kobe, Yokohama, Vancouver & Montreal.

Pacific Steamer	From Hongkong	Due Vancouver	Atlantic Steamer	From Canada	Due Liverpool
E. Russia	Aug. 18	Sept. 5	E. Britain	Sept. 10	Sept. 18
Monteagle	Aug. 23	Sept. 16	Melita	Sept. 23	Oct. 1
E. Asia	Sept. 15	Oct. 3	E. France	Oct. 18	Oct. 25
E. Japan	Sept. 20	Oct. 11	E. France	Oct. 18	Oct. 25
E. Russia	Oct. 13	Oct. 31	Victorian	Nov. 11	Nov. 20
Monteagle	Oct. 26	Nov. 19	E. Britain	Nov. 26	Dec. 4

Other Atlantic Sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp & Havre.
 Allotment of accommodation on these steamers is held in Hongkong. Through reservations made and tickets issued here. Early reservation necessary.

Three Transcontinental Trains Daily.
 Standard Sleeping Cars, Compartments & Drawing Rooms.

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 AMERICAN STEAMERS.

"ECUADOR" ... sailing Aug. 10th, 1921.
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TRANS-PACIFIC SERVICE

Freight and Passenger.

For SAN FRANCISCO via SHANGHAI, JAPAN PORTS and HONOLULU
 AMERICAN STEAMERS

"EMPIRE STATE" ... Noon, Aug. 31st.

SHANGHAI-CALCUTTA SERVICE

Freight Only

For HAIPHONG

S.S. "CADDOPPEAK" ... Sailing daylight July 26th.

MANILA-EAST-INDIA SERVICE

Freight and Passenger.

SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE, CALCUTTA & COLOMBO.

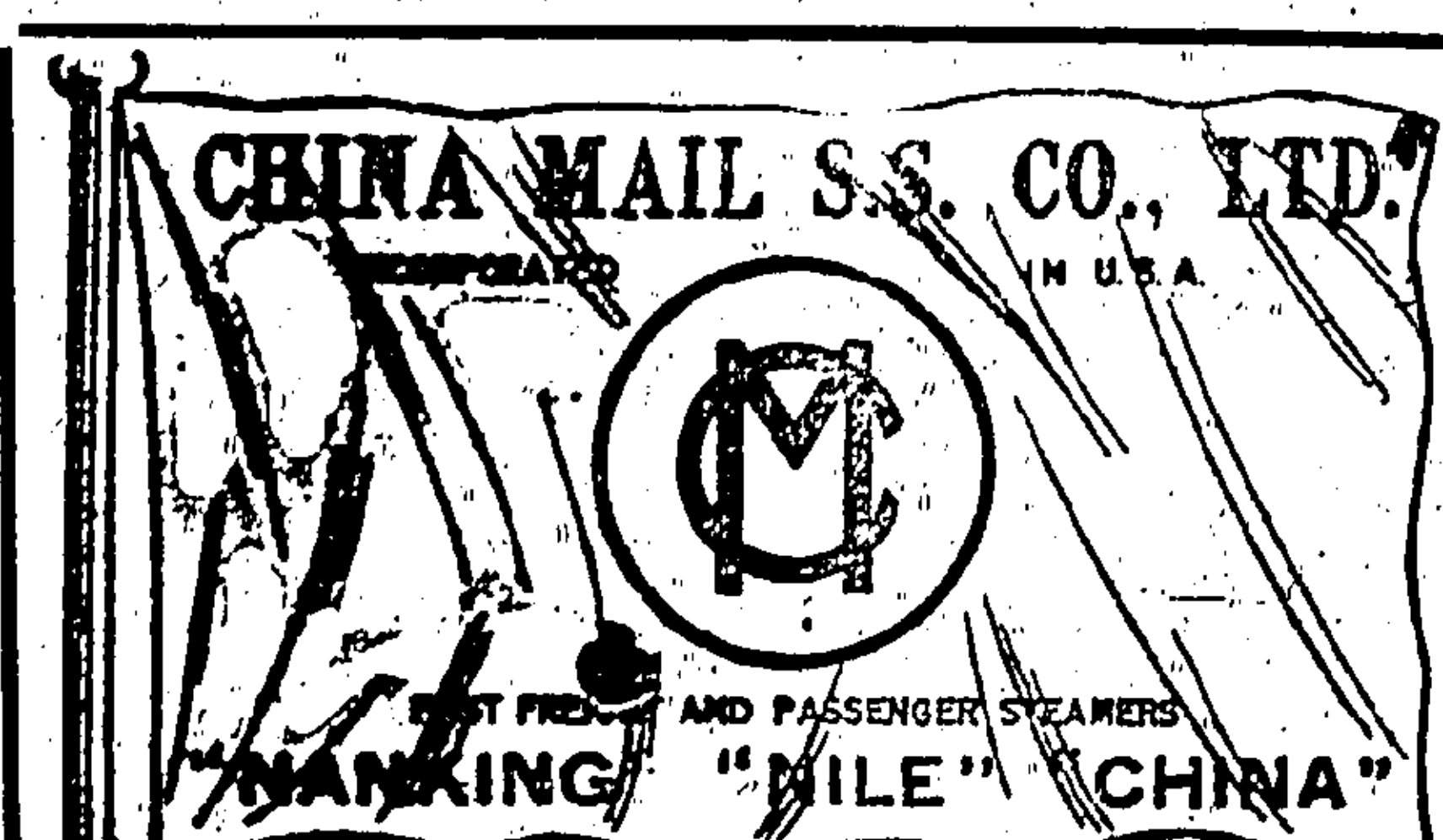
Monthly Sailings.

ROUND THE WORLD SERVICE

Freight Only, Monthly Sailing.

San Francisco to Yokohama, Kobe, Dairen, Tientsin, Shanghai, Manila, Saigon, Singapore, Calcutta, Colombo, Bombay, Alexandria, Bizerta, Marseilles, Barcelona, the sea to Baltimore, Norfolk, Cristobal, Los Angeles and San Francisco.

For full information regarding rates, space, etc., apply to—
 PACIFIC MAIL S.S. CO.
 Telephone 141. Cable Address "SOLANO." Hotel Mansions, Hongkong.



AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

HONGKONG to SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

s.s. "NANKING" s.s. "NILE" s.s. "CHINA"
 Sept. 9th July 30th at Noon 9th Aug.

HONGKONG to MANILA

s.s. "NANKING" ... Aug. 30th

HONGKONG to SINGAPORE

s.s. "NILE" s.s. "CHINA"
 Sept. 16th

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

also

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. SURBRIDGE, FREIGHT & PASSENGER AGENT.

PRINCE'S BUILDING, 111 HONG KONG STREET.

TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.

No. 1934. No. 2161.

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

via SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU

"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
PERSSIA MARU	9,000	Aug. 2nd, at 10.30 A.M.
TAIYO MARU	32,000	Aug. 15th
SIBERIA MARU	30,000	Aug. 27th
TENYO MARU	22,000	Sept. 9th
KOREA MARU	20,000	Sept. 20th

* Omitting call at Shanghai.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

via JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLEDO, ARIKA & IQUIQUE

THROUGH BY TRANS-ANDIAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
CHOTO MARU	15,500	July 27th
GIRYO MARU	15,500	Aug. 16th

* Cargo only

For full information regarding passengers freight and sailings, apply to—

Y. TEUTSUMI, Manager.

King's Building. Tel. Nos. 2374 & 2375

Agents at Canton:

Messrs. T. E. GRIFFITH, LTD.

[24]

STRUTHERS & DIXON, Inc.

GREEN STAR LINE.

Operating Far Eastern services for account of the UNITED STATES SHIPPING BOARD.

To VANCOUVER & SEATTLE (via MANILA)

* West Isen ... 20th Aug.

To LOS ANGELES & SAN FRANCISCO via (SHANGHAI & JAPAN)

* West Henshaw ... 25th Aug.

Also cargo accepted for transshipment at San Francisco and/or Seattle for weekly sailings to

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK & BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points, HONGKONG OFFICE—1st floor, Powell's Building, 12, Des Voeux Road, Tel. 8006.

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WATERHOUSE LINE.

REGULAR TRANS-PACIFIC FREIGHT SERVICE

Operating U.S. Shipping Board Steamers

Between

SEATTLE-TACOMA-VICTORIA-VANCOUVER

and Chioa, Japan and Philippine Island Ports.

"DELIGHT" ... About 26th July.

Further sailings to be announced later. Through Bills of Lading issued to all Overland Common points in U.S. and Canada.

For rates and full particulars apply to—

FRANK WATERHOUSE & COMPANY,

4th Floor, Princes' Buildings Telephone 1062

THE EAST ASIATIC CO., LTD.,

COPENHAGEN.

M/S. "Afrika" ... due here about 1st Aug., outward.

M/S. "Peru" ... due here about 8th Aug., homeward.

M/S. "Malaya" ... October/November.

M/S. "Panama" ... December.

For further particulars please apply to—

MANNERS & BACKHOUSE, LTD.

Hongkong, July 18th, 1921

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NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

JAPAN, HONGKONG & JAVA.

FOR JAVA.

Ports of call:—Batavia, Samarang, Soerabaya, Macassar and Balikpapan.

S.S. "MACASSAR MARU" ... sailing on 27th July.

FOR JAPAN.

Ports of call:—Moji, Kobe, Osaka and Yokohama.

S.S. "BORNEO MARU" ... sailing on 5th Aug.

For further particulars please apply to—

K. SUZUKI, Manager,

No. 5, Queen's Road Central.

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PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers



For BOSTON

and/or

NEW YORK

S.S. "CELTIC PRINCE" ... 20th Aug., (via Suez).

For Freight and full particulars apply to—

FURNESS, (FAR EAST) LIMITED.

Telephone 3165.

Telegrams "Furnprince."

St. George's Building

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WEATHER REPORT.

July 24th, at 10.30.—Local signal No. 1 lowered.

July 25th, at 12.10.—Warning to Hongkong, Coast Ports, etc.—A typhoon of unknown intensity within 80 miles of Lat. 21 deg. N., and Long. 108 deg. E., moving West.

July 25th at 12.17.—Pressure has increased considerably from Fuzhou to Hongkong, and slightly over Luzon. It has decreased moderately over Tongking.

The typhoon passed a little to the south of Kwong-Chau-Wan last night.

At 6 a.m. this morning it was about 50 miles to the S.W. of Pakhoi.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.49 inch. Total since January 1st, 62.72 inches against an average of 48.85 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT	FORECAST.
Hongkong to Gap Rock	S.E. winds, moderate; cloudy, rainy.
Formosa Channel	East winds, moderate.
South coast of China between Hongkong and Lamook	The same as Hongkong and Lamook. No 1
South coast of China between E. to S.E. gale, Hongkong and Hainan	moderating.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 25th

	Previous Day at 3 p.m.	On Date at 6 a.m.	On Date at 3 p.m.
Barometer	29.45	29.83	29.83
Temperature	80	82	84
Humidity	80	82	82
Wind Direction	East	SE	East
Force	7	5	4
Weather	opq	op	o
Rain	0.97	0	0.10

Highest open-air Temperature on 24th ... 83

Lowest open-air Temperature on 25th ... 76

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"KWAIBANG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 29th July, at 5 p.m. will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, June 22nd, 1921. [1926]

NIPPON YUSEN KAISHA

NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

THE Company's Steamship

"SADO MARU"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary, before Noon, To-day.

Goods not cleared by July 29th, 1921, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co's representatives at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.

</

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to NAIROBI DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH & CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents

"ELLERMAN" LINE.

ELLERMAN & BUCKNALL S.S. CO., LTD.

JAPAN, CHINA & STRAITS

UNITED KINGDOM & CONTINENT.

LONDON, GLASGOW, ROTTERDAM & HAMBURG

s.s. "KASAMA" ... 15th Aug.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to REISS & Co. "CANTON"

THE BANK LINE, LTD.

General Agents.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., and CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"HELENUS" ... via Suez Canal ... 6th Aug.

Steamers proceed via Suez Canal or Panama Canal at Owners' option. Subject to change without notice.

For freight and particulars apply to—
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG and CANTON, REISS & CO., CANTON.C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Swatow and SINGAPORE	Swatow and BANGKOK	Swatow and SHANGHAI	Swatow and SHANGHAI & TIENTSIN	Swatow and SHANGHAI & TIENTSIN & YOKOHAMA	Swatow and SHANGHAI & TIENTSIN & YOKOHAMA & MANILA	Swatow and SHANGHAI & TIENTSIN & YOKOHAMA & MANILA & CEBU	Swatow and SHANGHAI & TIENTSIN & YOKOHAMA & MANILA & CEBU & ILOILO	Swatow and SHANGHAI & TIENTSIN & YOKOHAMA & MANILA & CEBU & ILOILO & BANGKOK
Swatow	On 26th July, Noon.	On 26th July, Noon.	On 26th July, Noon.	On 26th July, Noon.	On 26th July, Noon.	On 26th July, Noon.	On 26th July, Noon.	On 26th July, Noon.	On 26th July, Noon.
Swatow	On 28th July, Noon.	On 28th July, Noon.	On 28th July, Noon.	On 28th July, Noon.	On 28th July, Noon.	On 28th July, Noon.	On 28th July, Noon.	On 28th July, Noon.	On 28th July, Noon.
Swatow	On 30th July, 4 P.M.	On 30th July, 4 P.M.	On 30th July, 4 P.M.	On 30th July, 4 P.M.	On 30th July, 4 P.M.	On 30th July, 4 P.M.	On 30th July, 4 P.M.	On 30th July, 4 P.M.	On 30th July, 4 P.M.
Swatow	On 1st Aug., 4 P.M.	On 1st Aug., 4 P.M.	On 1st Aug., 4 P.M.	On 1st Aug., 4 P.M.	On 1st Aug., 4 P.M.	On 1st Aug., 4 P.M.	On 1st Aug., 4 P.M.	On 1st Aug., 4 P.M.	On 1st Aug., 4 P.M.
Swatow	On 3rd Aug., 4 P.M.	On 3rd Aug., 4 P.M.	On 3rd Aug., 4 P.M.	On 3rd Aug., 4 P.M.	On 3rd Aug., 4 P.M.	On 3rd Aug., 4 P.M.	On 3rd Aug., 4 P.M.	On 3rd Aug., 4 P.M.	On 3rd Aug., 4 P.M.
Swatow	On 5th Aug., 4 P.M.	On 5th Aug., 4 P.M.	On 5th Aug., 4 P.M.	On 5th Aug., 4 P.M.	On 5th Aug., 4 P.M.	On 5th Aug., 4 P.M.	On 5th Aug., 4 P.M.	On 5th Aug., 4 P.M.	On 5th Aug., 4 P.M.
Swatow	On 7th Aug., 4 P.M.	On 7th Aug., 4 P.M.	On 7th Aug., 4 P.M.	On 7th Aug., 4 P.M.	On 7th Aug., 4 P.M.	On 7th Aug., 4 P.M.	On 7th Aug., 4 P.M.	On 7th Aug., 4 P.M.	On 7th Aug., 4 P.M.
Swatow	On 9th Aug., 4 P.M.	On 9th Aug., 4 P.M.	On 9th Aug., 4 P.M.	On 9th Aug., 4 P.M.	On 9th Aug., 4 P.M.	On 9th Aug., 4 P.M.	On 9th Aug., 4 P.M.	On 9th Aug., 4 P.M.	On 9th Aug., 4 P.M.
Swatow	On 11th Aug., 4 P.M.	On 11th Aug., 4 P.M.	On 11th Aug., 4 P.M.	On 11th Aug., 4 P.M.	On 11th Aug., 4 P.M.	On 11th Aug., 4 P.M.	On 11th Aug., 4 P.M.	On 11th Aug., 4 P.M.	On 11th Aug., 4 P.M.
Swatow	On 13th Aug., 4 P.M.	On 13th Aug., 4 P.M.	On 13th Aug., 4 P.M.	On 13th Aug., 4 P.M.	On 13th Aug., 4 P.M.	On 13th Aug., 4 P.M.	On 13th Aug., 4 P.M.	On 13th Aug., 4 P.M.	On 13th Aug., 4 P.M.
Swatow	On 15th Aug., 4 P.M.	On 15th Aug., 4 P.M.	On 15th Aug., 4 P.M.	On 15th Aug., 4 P.M.	On 15th Aug., 4 P.M.	On 15th Aug., 4 P.M.	On 15th Aug., 4 P.M.	On 15th Aug., 4 P.M.	On 15th Aug., 4 P.M.

SHANGHAI LINE—PASSENGER, MAILS and CARGO. Excellent Saloon accommodation. Amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woorung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE, Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class, Coast Steamers having good accommodation for First-Class Passengers Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 to 10 Days).

"HAILOONG" ... Capt. W. Cooper ... TUESDAY, July 26th, at 2 P.M.
"HAIHONG" ... Capt. W. C. Passmore ... FRIDAY, July 29th, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & CO.,
General Managers.P. & O. - British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

[NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Ton	From Hongkong (about)	Destination
"SYRIA"	7,000	30th July	Marcellas, London & Antwerp
"KALIAN"	9,000	6th Aug.	Marcellas, London & Antwerp
"DUNERA"	5,400	20th Aug.	Marcellas, London & Antwerp
"KASHMIR"	7,200	24th Aug.	Marcellas, London & Antwerp
"KHYBER"	8,000	2nd Sept.	Marcellas, London & Antwerp
"SOUDAN"	9,000	16th Sept.	Marcellas, London & Antwerp
"SARDINIA"	6,700	14th Oct.	Marcellas, London & Antwerp
"KARMAIA"	9,000	25th Oct.	Marcellas, London & Antwerp
"KARMAIA"	9,000	11th Nov.	Marcellas, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

"BUTYALUS"	3,800	27th July	Singapore.
"GREGORY APCAR"	4,700	2nd Aug.	Calcutta via S'pore, Ang & B'goon

EASTERN & AUSTRALIAN SAILINGS (South)

"KANOWKA"	7,000	27th July, 10 A.M.	Manila, Thursday Island,
"ST. ALBANS"	4,500	22nd Aug.	Townsville, Brisbane,
"EASTERN"	4,000	19th Sept.	Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"JAPAN"	6,000	20th July.	Shanghai, Moji & Kobe.
"KASHMIR"	7,000	1st Aug.	Shanghai, Moji, Kobe & Y'hama
"ST. ALBANS"	4,700	2nd Aug.	Yokohama direct.
"DUNERA"	5,400	8th Aug.	Shanghai & Japan.
"ARRATON APCAR"	4,500	10th Aug.	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GORDON & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO., Agents.
23, Des Voeux Road Central, HONGKONG.

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.
"HIMALAYA MARU" ... Sunday, 14th Aug.
Call Marcellas

BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SINGAPORE. PASSENGER SERVICE.
"PANAMA MARU" ... Thursday, 25th Aug.

BOMBAY & COLOMBO—REGULAR PORTNIGHTLY SERVICE via SINGAPORE.
"MALAY MARU" ... Friday, 29th July

DELI & BANGKOK via SAIGON & SINGAPORE—Regular monthly services.
"KISHU MARU" ... Monday, 1st Aug.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Japan—Regular fortnightly passenger service touching at intermediate ports in Japan taking cargo to OYERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.
"MANILA MARU" ... Tuesday, 2nd Aug.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.
"HAYRE MARU" ... Sunday, 14th Aug.

NEW ORLEANS LINE via SUEZ.
JAPAN PORTS—Shanghai, Kobe & Yokohama.
"SHUNGO MARU" ... Saturday, 30th July

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.
"AMAKURA MARU" ... Sunday, 31st July.

TAKAO via SWATOW & AMOY.
"SOSHI MARU" ... Thursday, 28th July

For sailing dates and further particulars please apply to—
Y. YABUDA, Manager,
No. 1 Queen's Building.
Tel. Nos. 744 & 745

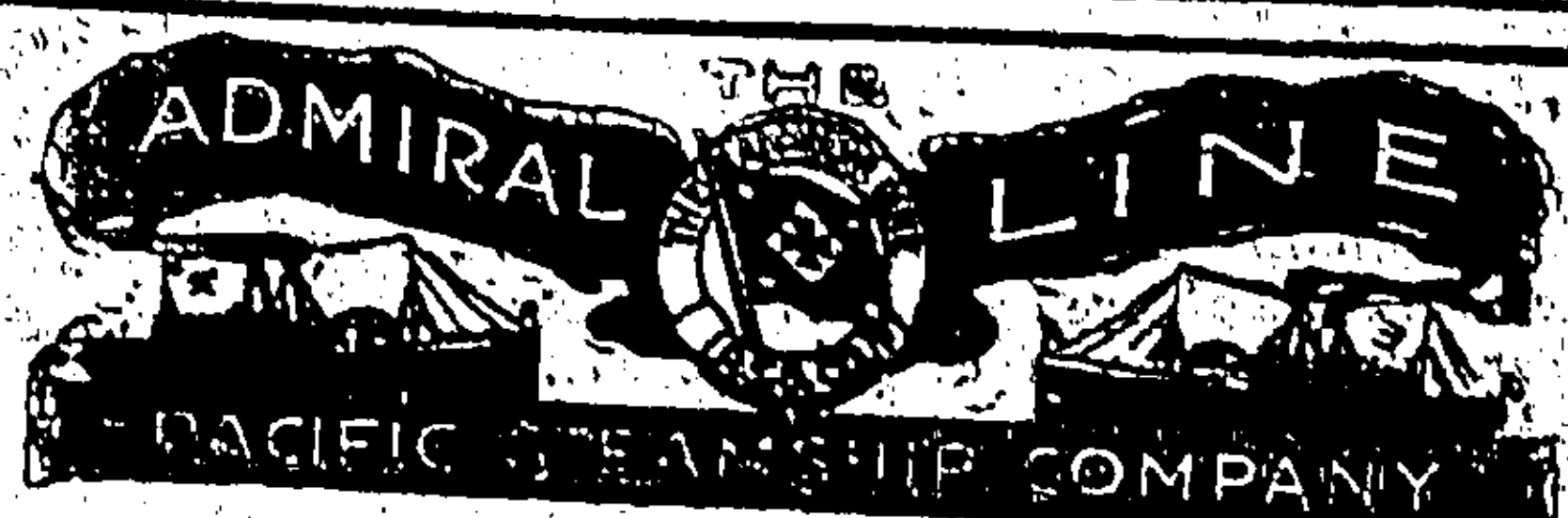
AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

Steamer Arr. Hongkong from Australia Lv. Hongkong for Australia

SAILING SUBJECT TO ALTERATION

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports. For freight and passage apply to— BUTTERFIELD & SWIRE Agents. [83]



Operating the following P. & O. Steamers

PASSENGER AND FREIGHT SERVICE
FOR VICTORIA, VANCOUVER, SEATTLE
(Calling Shanghai & Japan Ports).
From Hongkong Arrive Seattle

S.S. "SILVER STATE"	... 2nd Aug.	Sept. 2nd
S.S. "SILVER STATE"	... 13th Aug.	Sept. 13th
S.S. "KEYSTONE STATE"	... 2nd Sept.	Sept. 2nd
S.S. "WENATCHEE"	... 2nd Oct.	Oct. 2nd
S.S. "CITY OF SPOKANE"	... 20th Aug.	Oct. 20th

PASSENGER & FREIGHT
FOR PORTLAND DIRECT
FOR MANILA
(Calling at Shanghai, Kobe, Yokohama & Portland)
S.S. "MONTAGUE" ... 7th Aug.

Passenger and Freight Particulars.
The ADMIRAL LINE
Telephones 2477 & 2478.
5th Floor, Hotel Mandons. [71]

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.

REGULAR SERVICE
TO
SAIGON—SINGAPORE—BATAVIA
and other JAVA PORTS.
PASSENGERS & FREIGHT.
FOR SINGAPORE DIRECT.

FREIGHT ONLY.
FOR SAIGON—SINGAPORE—JAVA PORTS.
S.S. "LAKE ONAWA" ... Sailing Aug. 3rd

OPERATED FOR ACCOUNT OF U.S.S. BOARD.
OFFICES
5th Floor, Hotel Mandons, Telephone 2477 & 2478.
PASSENGER OFFICE, QUEEN'S BUILDING, 1st House St.

SERVICE TO UNITED STATES

For NEW YORK and/or BOSTON via Panama.

S.S. "BELLFLOWER" ... to NEW YORK ... Aug. 15th.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE.

TELEPHONE 1477 & 1478. AGENTS. 5th Floor, Hotel Mandons. [73]

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION STRAITS & DISPATCH SAILING DATES
SHANGHAI, KOBE & YOKOHAMA ... "CORDILLERE" ... 1,000 ... On or about 15th Aug.

MARSEILLES via "PORTHOE" ... 20,000 ... On or about 16th Aug.
SAIGON, SINGAPORE, COLOMBO, DUEBOUT, SUEZ ... "CORDILLERE" ... 10,000 ... During 2nd part of Sept.
"ANDRE LEBON" ... 12,000 ... During 2nd part of Oct.
"ATLANTIQUE" ... 12,000 ... During 1st part of Nov.
"PAUL LECAT" ... 20,000 ... During 1st part of Dec.

For full particulars regarding sailings, etc., apply to—

Telephone 740. R. BODENFUSSE, Acting Agent, Queen's Building.

CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS via MANILA & SANDAKAN.

"VICTORIA" Aug. 20th.

For Freight and Passage, apply to—

Y. YABUDA, Manager, No. 1 Queen's Building.
Tel. 2307.
Y. YABUDA & AUSTRALIA S.S. CO., LTD.
Agents, 15, Cross Street, Central.

